

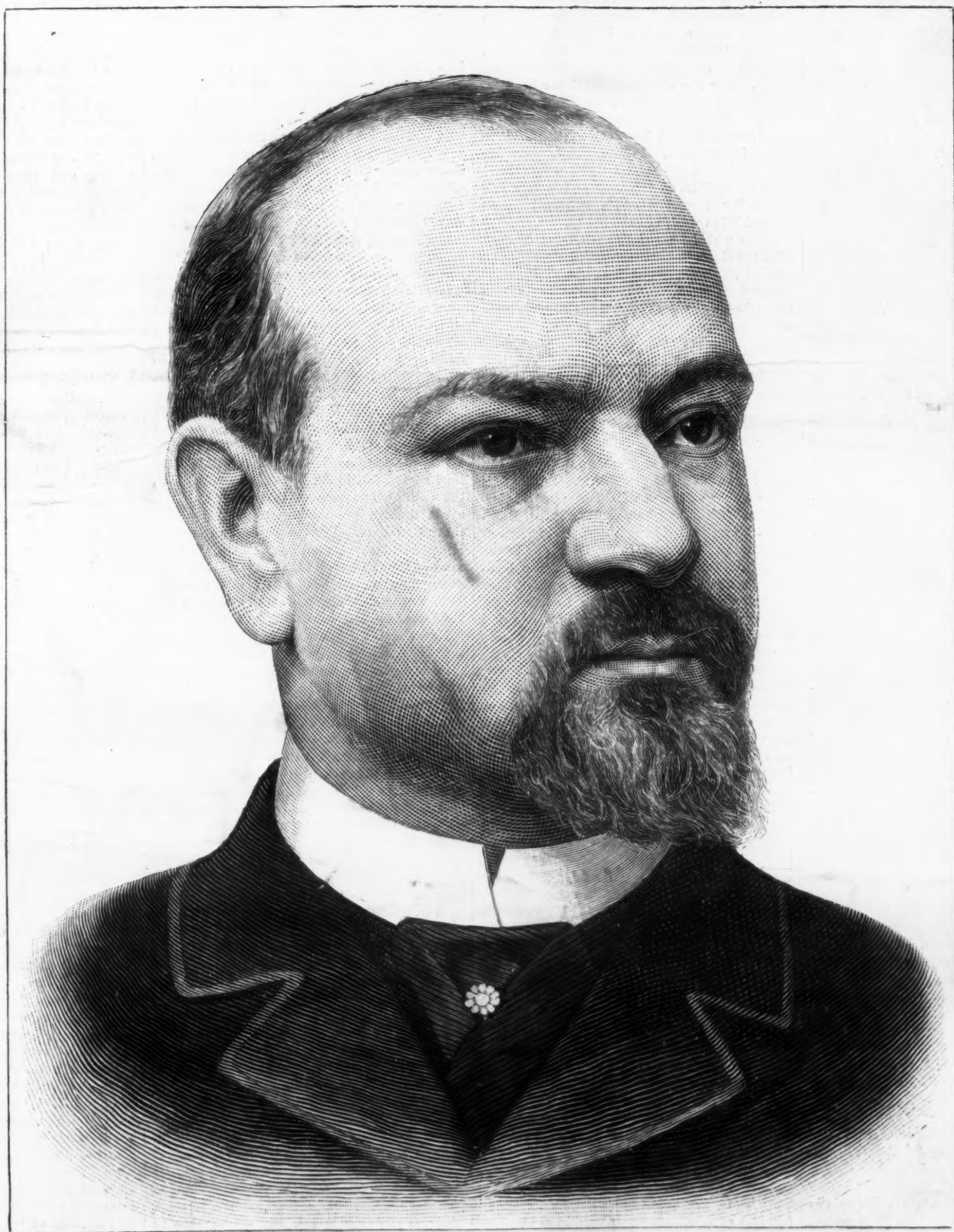
THE NEW SOUTH. A SUPPLEMENT TO FRANK LESLIE'S ILLUSTRATED NEWSPAPER

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[SUPPLEMENT.]



JOHN H. INMAN, PRESIDENT OF THE RICHMOND TERMINAL.

SEE PAGE 18.

THE NEW SOUTH.

ITS INDUSTRIAL DEVELOPMENT AND PROGRESS.

WHAT ITS RAILROADS HAVE DONE IN THE LAST SEVEN YEARS.

THE progress of the Southern States is the wonder of the age. When, in 1881, at the Atlanta Exposition, their marvelous natural resources were collected and displayed for the first time, all who saw them were astonished, and none more so than the people who had assisted in bringing them together. The most practical and observant of Southern men had known something of the wealth that lay stored in the mountains and hillsides surrounding their homes, but none save a few scientists dreamed of the vastness and the variety of the South's resources, or that their area covered all of what before the war was known as "Dixie Land." But while this revelation was as sudden as it was surprising, the South and the country at large were prepared to accept it. The long years that had passed since Appomattox had given to the first, time to recover in some degree from its terrible losses, and through much tribulation it had been made ready for the era of development upon which it was about to enter; while the people of the other side had, to a great extent, ceased to think of the differences of the past, and were ready and anxious to enter into cordial relations with those from whom they had been estranged. Indeed, to our human vision, it seems to have been the plan of Him who "maketh the wrath of man to praise Him," that the protracted sufferings and untimely death of the beloved Garfield should serve the benign purpose of binding together the hearts of a long-separated people, and so fit them to unite in the grand work of development and progress which was begun in the last quarter of 1881. All that has been accomplished in these seven years may well be considered as dating from that Exposition. During this brief period has come into existence that marvelous potentiality that, for want of a better name, men call the New South. Something of what that new and wondrous creation is, it is our purpose to show.

When it was determined that one issue of FRANK LESLIE'S ILLUSTRATED NEWSPAPER should be devoted to this purpose, it was supposed that the whole field could be covered; but before our editorial and artistic force had been long engaged in the work, it became apparent to all concerned that the space at command would be quite insufficient to do justice to the subject. It was therefore determined that the Southern States should be grouped according to their geographical relations to each other, and that every group should in due season be equally favored. This number will therefore be confined in large measure to that section of the South which comprises the States of Alabama, Georgia, and the two Carolinas; and while full justice cannot be done to any one of them, enough will be told of their natural resources and their rapid progress to stimulate inquiry, and to induce many who have never visited the South to go there, and see for themselves something of the wonderful development going on in all its States throughout their length and breadth. And here we must premise that this progress and development could never have been, had not the principal railroad companies that traverse the country been managed by men of broad ideas, who were unusually well acquainted with the resources of the sections crossed by their roads, and wise enough to see that their property's greatest prosperity must come through the country's complete development. It has become the practice of demagogues, of late years, to sneer at railroad corporations, and to stigmatize their officers and managers as foes of the people; although every sensible man knows that the business of the country would fall into "innocuous desuetude" if these abused people did not take immense risks and make tremendous outlays, in the hope of realizing handsome returns for their enterprise. What they did at Atlanta for the South has never been duly appreciated. On the 29th of July, 1881, representatives of the principal trunk railroads traversing the country between the Ohio and the Gulf assembled, by invitation of Director-general Kimball, to consider the expediency of making displays of the natural, agricultural, and manufactured products of the sections tributary to

their respective lines. There were but two months and eight days between then and the opening day. To get together the things needed seemed to many impossible, and they said so; but two gentlemen, Major C. C. McPhail, representing the Richmond and Danville, and Colonel J. B. Killebrew, of the Louisville and Nashville, insisted that the work could and should be done, and pledged all the resources of their respective companies to carry it through. The others acquiesced. The result was, a department of minerals and woods that in variety, beauty, and comprehensiveness has never been equaled. The fame of it spread through the North, and thousands went to see it. Many English capitalists crossed the Atlantic, or sent their experts, to examine it critically. Immediately afterwards, many strangers prospected the South—iron mines were bought, and furnaces started; forests changed hands; quarries were opened, and beautiful marbles found their way to Northern and foreign cities. The era of diversified industrial development began. For the millions that have been invested in new enterprises since January, 1882, next to the bold projectors of the Atlanta Exposition, credit should be given to the Southern railroad companies. Without their generous and efficient co-operation there would have been no exhibits of minerals and woods, and to this day the world would have been ignorant of the hidden wealth of the South.

There will be no statistics attainable until after the eleventh census shall have been taken, and its results aggregated, to show fully what tremendous strides the South has made since 1880; but there are a variety of sources from which an approximate idea may be gained. Among these the most significant are the grand lists of the several States, which, although the valuation of property for tax purposes is much lower than at the North, show immense gains in all, the average, as compared with 1880, exceeding fifty per cent. The annual reports of the National Bureau of Agriculture, carefully analyzed, more than corroborate the results obtained from the State grand lists. But there is still another and most reliable source of information. The *Manufacturers' Record*, of Baltimore, began in 1886 to publish weekly lists of new enterprises started in the South, and then to tabulate them quarterly, giving names, business, locations, and capital employed. These carefully prepared tables show that, between January 1st, 1886, and July 1st, 1888, a period of two and a half years, the nominal capital invested in all new enterprises in the South reached the enormous sum of \$467,031,800. As many of these enterprises were stock companies, whose actual investment was much less than their nominal capital, large deductions must be made from the gross figure; but it is an entirely conservative estimate that during the period named fully \$250,000,000 in cash have been employed in new undertakings, or in the enlargement of others already established in the South. There is a fact developed by an examination of the items of these tables that is significant. The number of enterprises is steadily increasing in greater ratio than is the capital employed. For instance, on July 1st, 1886, 812 enterprises, with \$63,618,000 capital, were reported; while on July 1st, 1888, there were 2,023 enterprises, with \$81,508,000 capital. This is indicative of a healthy growth of small, diversified industries supplementary to the large ones, and that this has been the case to a much greater extent than the itemized statistics referred to show will be evident to every observant tourist through the South. In the railroad towns and villages are numerous new shops, employing but two or three persons, that have not been counted of sufficient importance to report; yet their aggregate value will greatly swell the sum-total of the next census, while the amount of money they keep in circulation is much greater than those not conversant with such matters would imagine. This is, in fact, one of the most satisfactory features of Southern progress, and a most assuring sign that its prosperity is to be permanent. Great manufacturing plants require proportionately large investments. While their products are in demand, they disburse much

money as wages, and the entire community shares the benefit of the output. But when business is depressed, they reduce their force, or else their hours of labor, and often they shut down for weeks or months, and then their wage-earners and the community at large are losers. The little shops and factories of New England have been a chief cause of the manufacturing supremacy and the great wealth of those six States. The rapid increase of similar petty establishments in the South has, therefore, a hopeful significance. The more there are of them, and the greater the diversity of their products, the better.

The railroad development of the South during the past eight years is without precedent. Nothing in the West can compare with it. In no decade of her history has Great Britain, with her colonies and possessions in all parts of the globe, made equal progress. Since 1880 the South has added 18,000 miles to her steel roadways, and has now 39,000 in operation, which, with their equipments, have cost the enormous sum of \$1,450,000,000, and have added directly to her vested taxable properties \$750,000,000 of values. These figures will be largely increased before January 1st, 1889, by the completion of many miles now under contract in the several States, upon which work is progressing with extraordinary rapidity, under the combined stimulation of abundant capital and of manifold mining and manufacturing enterprises that only await the transportation they will supply. The *Manufacturers' Record*, in a recent issue, gave the figures we have quoted, and claimed that the growth of the iron interests had had a marked effect in stimulating railroad construction, which is true; but other interests, supplementary to that, have had no mean share in the result. The same reliable journal prophesies that in 1889 the South will make 1,800,000 tons of pig-iron, as against 397,301 in 1880; and that the traffic in coke, ore and iron, developed by this business, will furnish Southern railroads, in 1889, over 12,000,000 tons of freight, which is equal in volume to the entire wheat crop of the country, and is seven times as great as the entire tonnage of the cotton crop. From separate and entirely independent sources of information, we have reached the conclusion that this is an extremely conservative view of the business of the coming year for the great trunk lines of the South and their numerous feeders. When to these careful estimates of the tonnage to be derived from a single industry is added the vast increase from many others, the most careful statistician will be astonished at the vast aggregate of his figures. After critically examining the reports of freight movements over the lines of the Southern associated railways, and of the steamship companies of the Atlantic ports, with which they are more or less intimately connected, we have reached the conclusion that the increase of freights of all kinds, in both directions, between the North and the South, has been so enormous during the past eight years that, were the full figures to be given, none but those directly connected with these transportation lines would accept them as true. What effect this tremendous development has had upon the agricultural interests of the South has been repeatedly stated by its leading journals. The *New Orleans Times-Democrat*, an authority that cannot be questioned, recently stated: "Taking the whole South, it would be safe to say that in 1880 from 60 to 65 per cent. of the farmers were in debt, and borrowed money in advance to cultivate their crops for the year;" and in the same article it asserted that "not over 33 to 40 per cent." now borrow "money in advance to carry on their business." Similar testimonies appear continually in the Southern press in various forms. For instance, the *Wilmington (N. C.) Messenger* recently published a letter from its Raleigh correspondent, who claimed "that agriculture" (in that State) "is on a higher and better plane, and the farmers in a better condition than ever before." Official reports by the Commissioners of Agriculture of a score of Southern States corroborate these assertions. Perhaps the most notable of all

these concurrent statements is one made a few days since by the Charleston (S. C.) *News-Courier*, which, exulting over the great success that had crowned the work of the truckers in its vicinity this season, said that the amount realized had reached \$2,000,000, as against \$800,000 in 1887. When it is remembered that this city is but one of many centres from which fruits and vegetables are shipped to Northern markets, and that all along the line of the Atlantic and Gulf States, from Virginia to Texas, the business is increasing annually (except as reduced by local weather calamities), some idea may be obtained of the immense flow of money into the South in payment for these perishable commodities, and of the consequent gains to cultivators of the soil. And yet there would have been no such profitable markets opened to Southern farmers but for the enterprise of railroad builders and managers. The one billion four hundred and fifty million dollars expended in constructing and equipping these railways have contributed to the profits of every farmer, by giving greater value to his land and its products, and at the same time have reduced in due proportion his share of the general tax. They have also opened the way for the great increase, already noted, of mining and manufacturing industries, and have thus created and are steadily enlarging his home market for everything he can produce. No wonder, then, that Southern "agriculture is on a higher and better plane, and the farmers in better condition than ever before."

The scope of this paper will not admit of a more extended review of the progress of the New South as a whole. Enough facts have been given to clearly show that the tremendous development of this decade is not only local, but general, and that all the States of the late Confederacy have their share in the common progress and prosperity. We are to consider in this issue, however, only the group comprising the two Carolinas, Georgia and Alabama—four States whose people were engaged principally in agriculture and commerce before the war, but since then have entered upon many diverse industries, and have sought for and found within their borders natural resources of an extent, variety, and value that, when fully utilized, will increase their populations and wealth in a ratio that the wisest cannot now foresee. The present hopeful condition and the prospective prosperity of these States are due to many causes, chief among which, named in their order, are—first, the spirit of their citizens; second, the enterprise of railroad companies; third, their genial climates and favorable geographical locations; fourth, their fertile lands; fifth, their varied forest and mineral resources; sixth, the presentation of all their advantages to the country and the world, accompanied by cordial invitations to all who would to come and enjoy nature's bounteous gifts. We have put foremost the spirit of the citizens of these four States because, had it been other than what it was, there would have been no such progress as that which makes this the most memorable period of their history. That spirit manifested itself immediately after the war ended, when, all their hopes of a separate nationality destroyed, all their personal property wasted, their labor system changed, amid the crumbled ruins of their past they boldly began a new, untried life. They were as much pioneers as were those who, in the last century, broke down the barriers, both natural and savage, that lay between the outposts of advancing civilization and the mighty West, except that these Southerners had the greater difficulties to overcome, and to do it for and by themselves, without sympathy or aid from any quarter. Their trials, their struggles, for fifteen years before 1880, are historical, and need not be recounted. During that eventful period they realized in their experiences the practical wisdom of *Aesop's* moral to his fable of "Jupiter and the Teamster," and found that those are helped who first help themselves. As fast as they builded on sure foundations, so fast aid came to them from unexpected quarters; and when the present

decade opened, Southern securities had regained an assured footing in the world's financial centres, and the reputation of these four States stood high among bankers and merchants. After years of quarrels, followed by others of terrible war, and fifteen more of reconstruction in its various phases, these four States were once more acknowledged as the peers of their sisters, and received the honor due to their dignity and to the proud American character and qualities of their citizens.

While all the railroad and steamship companies then doing business in these States rendered material assistance, during the transition period referred to, in advancing their prosperity, special credit is due to the Piedmont Air Line, the Richmond and Danville, the East Tennessee, Virginia and Georgia, the Central Railroad of Georgia, and to the Louisville and Nashville; for the managements of these several corporations at an early day realized the immeasurable wealth of the territories they traversed, and adopted practical measures for its utilization. With a confidence in results which conservative capitalists considered foolhardiness, they extended their connections, by purchasing or building intermediate links, until in the end they perfected great systems that could be operated harmoniously, economically and profitably; while at the same time they opened up to settlement and development vast areas of country abounding in forest and mineral wealth, and in lands adapted to every form of agriculture. They made highways of traffic between the Atlantic and Gulf ports and the valleys of the Ohio and the Mississippi, by establishing connections at many interior points with other companies, so that the rich and extensive region within these natural boundaries was covered with a network of railways, and the people of all the States were the beneficiaries of their enterprise.

In the beginning these far-seeing corporations encountered many and serious difficulties. Their plans were often characterized as wild, extravagant and reckless; there was but little knowledge of the resources of the new territory they strove to occupy, and among the capitalists of the world there was but slight faith in any sources of revenue except what would be derived from the handling of cotton and other staple crops. There was also more or less prejudice in the purely agricultural communities against railroad companies—a prejudice engendered by demagogues, that could only be removed by an experience of the practical benefits they conferred. These and other causes that need not be named often interfered seriously with the financial arrangements of the managers, and also retarded their operations; but with a confidence that results have fully justified, they steadfastly adhered to their plans, and eventually brought them to a successful issue. What has since been done by other railway companies in the South could never have been accomplished had these five great corporations failed of success. They are entitled to credit as the pioneers of the interior railway system of the South, and as the first developers of the rich regions in and on either side of the great Appalachian chain. Something of what they have been instrumental in doing for the four States to which this paper is mainly devoted will be incidentally stated in the course of our narrative.

NORTH CAROLINA.

One of the most remarkable sections of the American Union is that comprised within the boundaries of North Carolina. This State may be described as a slope whose western boundary, the Great Smoky Mountain Range, has an average elevation of 6,000 feet, from which, by gradual gradations, it reaches a dead level at the seacoast. But east of this great range and parallel with it are the mountains of the Blue Ridge, and between the two are plateaus and valleys broken by spurs from each, and in all these are powerful water-courses, fed by innumerable springs and by streams that find their way at last, through many tortuous channels, into the Tennessee or its greater tributaries. The eastern slope of the Blue Ridge is an equally great watershed, on which are the sources of many streams that, flowing across either North or South Carolina, pour their waters into the Atlantic. These principal rivers and their numerous tributaries, because of their elevated sources and the continuous slope of the land, have, without exception, strong, swift currents, all of which may be (although but few are) harnessed to man's use; consequently, in this State, whose streams never diminish because of droughts, and are never blocked in winter by ice, Nature has supplied an unfailing and inexpensive power, sufficient to run all the machinery of every kind now in operation in New England, the Middle States, the Ohio Valley and the Northwest. She has also given to North Carolina a greater variety of minerals than have yet been discovered in any area of like extent on the globe, and these range from

gold and precious gems to the celebrated black-oxide magnetic iron ore of the Cranberry district of Mitchell County, and from the finest porcelain clay to marbles of exquisite tints and granites of many colors. She has inexhaustible forests of hardwoods, and of white and yellow pine, and a greater variety of medicinal plants, roots and herbs than any other spot on this continent. Her arable lands are suited to every product of the Temperate Zone, and to many grown in sub-tropical countries. Noted in the geographies of fifty years ago for nothing but pitch, tar, turpentine, lumber and naval stores, North Carolina has, within the present decade, become so famous for other things besides these, that but for the fact that her people are called "Tarheels," none would remember her ancient celebrity. North Carolina is emphatically a land of "corn, wine and oil" (although the latter is pressed from her cottonseeds, and not from the olive). Beyond all the States of the Union, California not excepted, it is the home of the grape, and, more than any other State, it has provided the North with that healthful home-fruit by giving its people the Isabella and the Catawba, both native products. It is also renovating the phylloxera-depleted vineyards of the wine-making countries of Europe, by sending them its scuppernon vines, on which to graft their favorites; for no insect has yet been developed that could injure this prolific native, or the vigorous progeny grafted upon its stock. This State has gained a world-wide reputation for its tobacco, a golden leaf, with less nicotine and a brighter color than ripens elsewhere. Wherever men smoke in civilized and barbarous countries, there the fragrance of this peculiar plant, grown nowhere save in the ever-widening "golden belt" of North Carolina, rises from pipes filled with "Blackwell's granulated" or the cigarettes of the "Duke of Durham." These latter are better known in Europe, Asia, Africa, and "the Isles of the Sea," than any other, and no competitor has yet appeared to dispute their ascendancy in the markets of the world. Cotton, corn and rice are now much greater staples than naval stores, but lumber more than maintains its old place in the industries and exports of the State. It is not limited to pine and oak, as in the past, but comprises black walnut, cherry, poplar, hickory, locust, and more than seventy other varieties of forest-growth employed in the industrial arts, for which the railways, traversing the State from the mountains to Wilmington, Norfolk and Richmond, have provided transportation facilities. Nor do all these woods go out in logs, or in the several crude forms in which lumber was formerly sent to market. In all these States, and especially in North Carolina, the people have learned that every item of labor employed on raw materials adds more than its cost to its marketable value; consequently saw and planing mills have been erected, spoke and hub, tool-handle and shuttle factories have been started, and the profit derived from these has added largely to the general wealth. In many localities, enterprise has progressed beyond these semi-crude conditions; farm-wagons, buggies, furniture and agricultural implements are finished at home from native woods, and, at the present rate of increase, the time is not distant when this State will cease to export raw lumber, and will send out none but finished goods. The same is true of cotton. There is no State in the South in which there is an equal number of small mills making warps and yarns. There are many others which produce domestics and even finer goods. The time is near at hand when the enterprising and intelligent spinners and weavers of this State will be purchasers of its entire product of the fleecy staple, and will then have to buy from the other cotton States the surplus its planters cannot furnish.

There is one field of industry and wealth in North Carolina that no other State possesses. Its "harvests of the sea" are enormous, and yet only a fraction of them have been garnered. East of the mainland, separated from the Atlantic by narrow barriers called "the banks" (which are simply a series of sand-islands, thrown up by "the reflux tides of the ocean," and by the power of the numerous rivers that come down with a mighty rush from the mountains), are the two great sounds, Albemarle and Pamlico, and also several lesser that connect with them. At several points along the coast, between the mouth of the Cape Fear River and the Virginia boundary, are inlets of greater or lesser width, through which the tides ebb and flow. All these sounds, Albemarle excepted, are natural breeding-places for oysters, and the State, with the co-operation of the national authorities, has had these under-water farms examined, surveyed and mapped by Lieutenant Winslow, U. S. N., and is now selling them at a minimum price to all applicants. Within the next five years these will become the most extensive and profitable oyster-gardens in the United States. Besides this, all these inlets, through

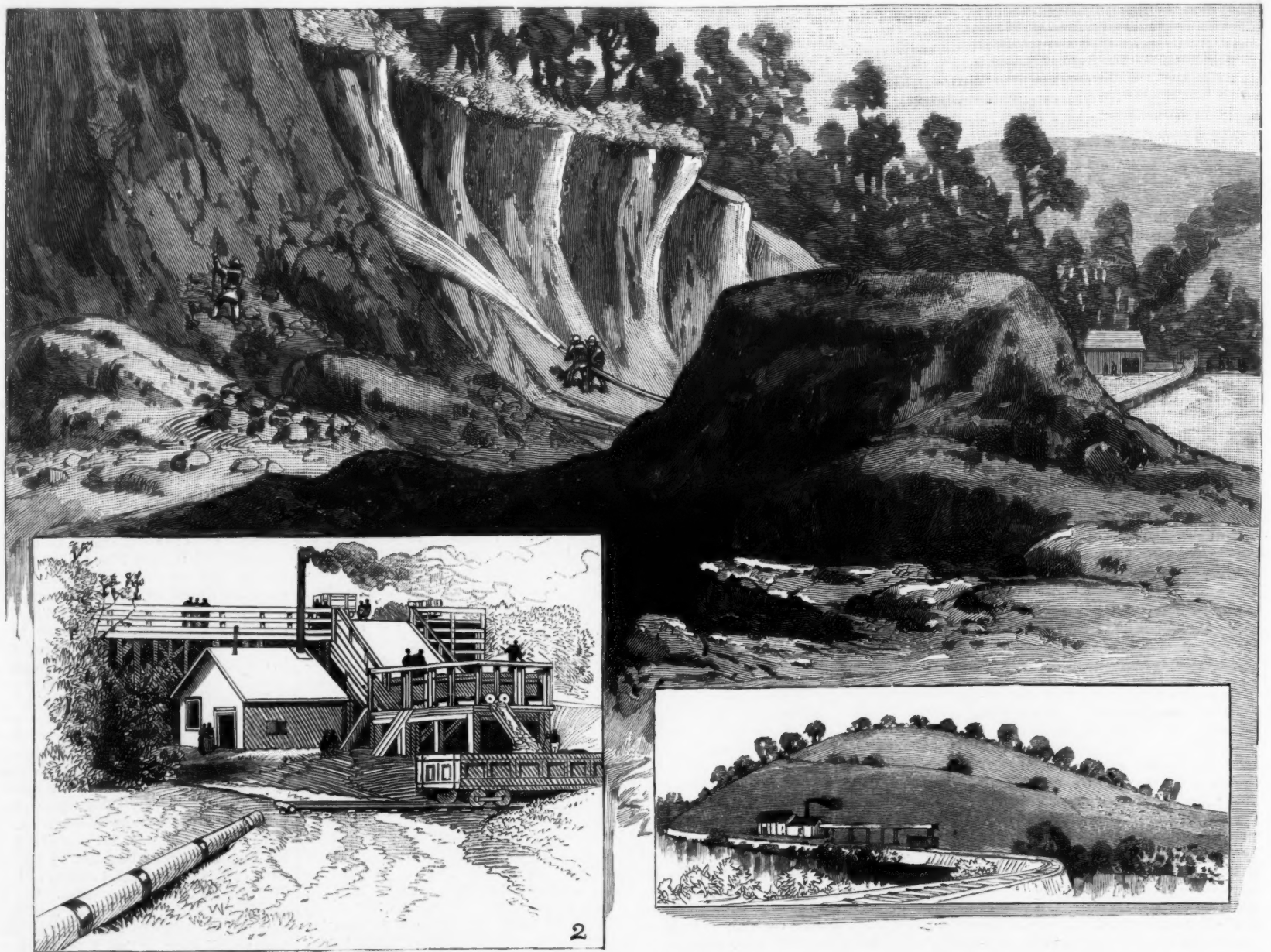
which the tides push their way into the sounds, are gateways through which shad, herring, rock-cod and many other sea-fishes find their way to their feeding and breeding grounds. A large capital and several thousand men are annually engaged in this harvest, and the returns from it are so satisfactory, that every year the numbers and capital employed are increased. On "the banks" are many others engaged in the ocean fisheries, but the latest and most novel enterprise of this kind is porpoise-seining, which is carried on at the Hatteras banks, and at several places above and below them. Brief reference has been made to the chief sources of industrial employment and of wealth in the "Old North State," but there are many others that might be mentioned, would space permit. Take it all in all, there is none other like it for those who are seeking a new home in a healthful climate, where every talent can be utilized, and where individuals with moderate capital may employ it profitably. This State was one of the first to realize that its population was altogether too small for its area and resources, and to make provision for increasing the former by enacting laws that would place it in the fore front of Southern progress and development. Under the wise guidance of one of its greatest citizens, Governor Thomas J. Jarvis, now American Minister at the Court of Brazil, laws were enacted enlarging its department of agriculture, and creating an experiment station, a bureau of immigration, and other useful adjuncts, with ample provision for the support of all, and also providing for such exhibits illustrative of the natural resources of the State, and such publications as would tend to attract capital and an intelligent immigration to it. The purposes of this law have been carried out by all the State officers and departments it created, with unremitting skill and fidelity. One of the adjuncts of this institution is the North Carolina Bureau of Land and Immigration, at 22 Dey Street, New York, of which F. E. McAllister is Commissioner, and N. W. Schenck, Manager. To this bureau we commend all readers who wish to know more about North Carolina. It has in London, England, a branch office at 133 Cannon Street, E. C., in charge of Mr. George Child, who is devoting all his time to the circulation of information about North Carolina among the capitalists and tenant farmers of Great Britain.

What railroads have done and are doing for the "Old North State" may be briefly summarized. And first, the Piedmont Air Line and its tributaries. This system enters the State only a few miles south of Danville, and leaves it, after traversing a high ridge in a direction somewhat west of south, just beyond King's Mountain, where a famous battle was fought between the Tories and Patriots in the War for American Independence. Strung along this curving line, like beads on a string, are many towns that owe their existence to this railroad, and sundry others that are now places of importance because it enabled them to improve their natural advantages. First of these is beautiful Greensboro, the capital of Guilford County, and the centre at which meet passengers from Raleigh, Goldsboro and the southeastern counties; from Fayetteville and also Eastern North Carolina, who reach there by the Cape Fear and Yadkin Valley Railroad; from all the Piedmont counties on the same road which extends through Stokes County to the Virginia line; and from Winston, Salem, and the counties tributary to them as far west as Wilkes, which comprise some of the richest and yet sparsely settled areas of that section of this great State. Guilford County is noted for its healthful climate and fertile soil, and for the intelligence and refinement of its people. Settled originally by members of the Society of Friends, it has retained the characteristics of all Quaker communities, and nowhere can be found a more cultured, religious and conservative people than in Greensboro. This place has now six railroad outlets, which have given marked impetus to its business. Public spirit has been aroused, and many municipal improvements have been made or are in progress.

South of Greensboro are a number of new towns—notably High Point—that owe their existence and active growth to the Piedmont Air Line; and below these is Salisbury, a considerable place, and the eastern terminus of the Western North Carolina Railroad. This old city is an excellent illustration of the many changes wrought by railroad lines. For years it had the jobbing trade of the western counties. It received and disposed of their produce, and supplied all their store goods. Its merchants grew rich without effort. But when the railroad was completed that spans the Blue Ridge, and follows the valley of the French Broad into East Tennessee, the jobbing trade of Salisbury ceased. In place of it there grew up a retail business of no mean dimensions, while, in consequence of improved transportation facilities, it attracted people of various

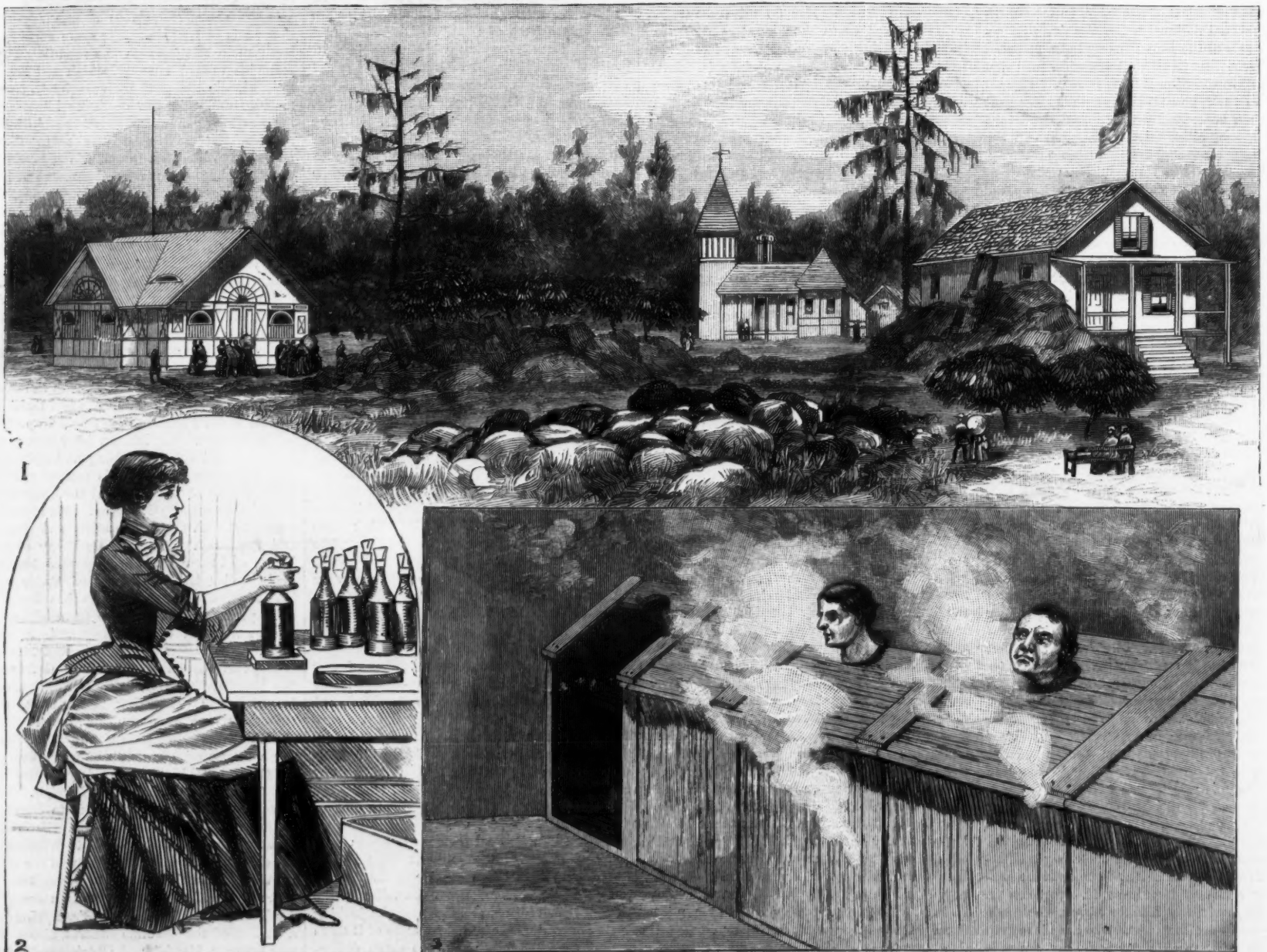
trades and callings; so that its population has been considerably augmented, and the number of new residences will soon be greater than of those constructed before 1880. South of Salisbury are other thriving towns; prominent among them, Concord, the capital of Cabarrus County. And then comes Charlotte, the greatest industrial centre in the interior of the State, and gaining steadily in population, business and wealth, because of its many railway connections. This place was selected by the Confederate authorities as their naval headquarters; and here they had their foundry and machine-shops, and all other appurtenances for constructing the engines, boilers and general metal-work needed in their war-vessels. Here, also, is the United States Mint, once used for coining gold and silver, but now employed solely as an assay office, at which the gold and bullion received from surrounding mines is assayed and purchased for the Government. In 1880, Charlotte had 7,094 inhabitants, which number has since been increased to more than 13,000; while the manufacturing industries of the city have advanced in even greater ratio. With a banking capital exceeding \$2,300,000, and large vested wealth, this city is prosperous and progressive. And there is good reason why it is so, for it is the hub of the Piedmont Air Line system. From the south come in the Charlotte, Columbia and Augusta, and the Air Line (or Atlanta) divisions of that company; while from the north come the several divisions that connect with the western counties, and with the Virginia and Eastern systems. In addition to these roads of the Piedmont system, Charlotte has in the Carolina Central, a road of the Seaboard Air Line, excellent connections with tide-water at Wilmington and Norfolk, and with all the rich counties of North Carolina traversed by the several divisions of that great system. Other roads, soon to be built, will enlarge her connections and give her access to new and important markets; but the Piedmont Air Line first gave the city that commercial importance to which every move it has since made has contributed. No part of this State has been so signally benefited by the operations of this great railroad system as have its Piedmont and mountain counties. The Western North Carolina Road, which extends from Salisbury to Asheville and Hot Springs, has built up, all along its line, a series of flourishing towns, prominent among which are Statesville, Hickory, Morganton and Marion—east of the Blue Ridge—and Asheville, that peerless mountain city, whose fame as a health and pleasure resort attracts to it annually many thousands of tourists. The same corporation has built a line through the mountains from Asheville toward Murphy, which will soon be finished, when all that region—rich in timber, marbles and minerals of many kinds—will have railway connections with the Gulf State markets. In what was little more than a mountain wilderness, when this gigantic undertaking began, there are now scores of flourishing villages, large mills and factories, well-cultivated farms, and a continual influx of industrious and enterprising people. Land that a few years since was unmarketable at fifty cents an acre now sells readily for as many dollars; and should nothing occur to disturb the business prosperity of the United States, all this region will shortly resound with the music of diversified industries, and the picturesque mountain torrents, that have been the delight of artists and poets, will be forced into man's service, and will furnish the motive power for many and great mills and factories.

Next to the Piedmont system in importance is the Seaboard Air Line, a later comer into the field, and an enterprising and splendidly managed corporation. This company has its headquarters at Baltimore, at the office of the Bay Line Steamship Company. It is intimately connected with that corporation, and with the Old Dominion Steamship Company of New York; and these three are operated harmoniously under the presidency of Major J. M. Robinson, of Baltimore, who has been the chief promoter and the wise financial and executive manager of this great railway enterprise. This system, which also comprises the Raleigh and Gaston, the Raleigh and Augusta, the Carolina Central, with several smaller branches and connecting roads, starts from tide-water at Portsmouth, Va., enters North Carolina in Northampton County, and, pursuing a course slightly south of west, continues on through Weldon (where it connects with the Atlantic Coast Line) to Hamlet. From thence it runs almost due south to Hamlet, a station of the Carolina Central. From that point passengers may go east to Wilmington, the chief seaport and largest city of the State; or west to Charlotte and Rutherfordton, the latter a beautiful town, nestling among the foothills of the Blue Ridge. From Monroe—a station of the Carolina Central, about midway between Hamlet and Charlotte—the Seaboard Air Line is constructing a new road across South Carolina and Georgia, to Atlanta,



1. The Mines. 2. "Ore washer." 3. Gulton Hill.

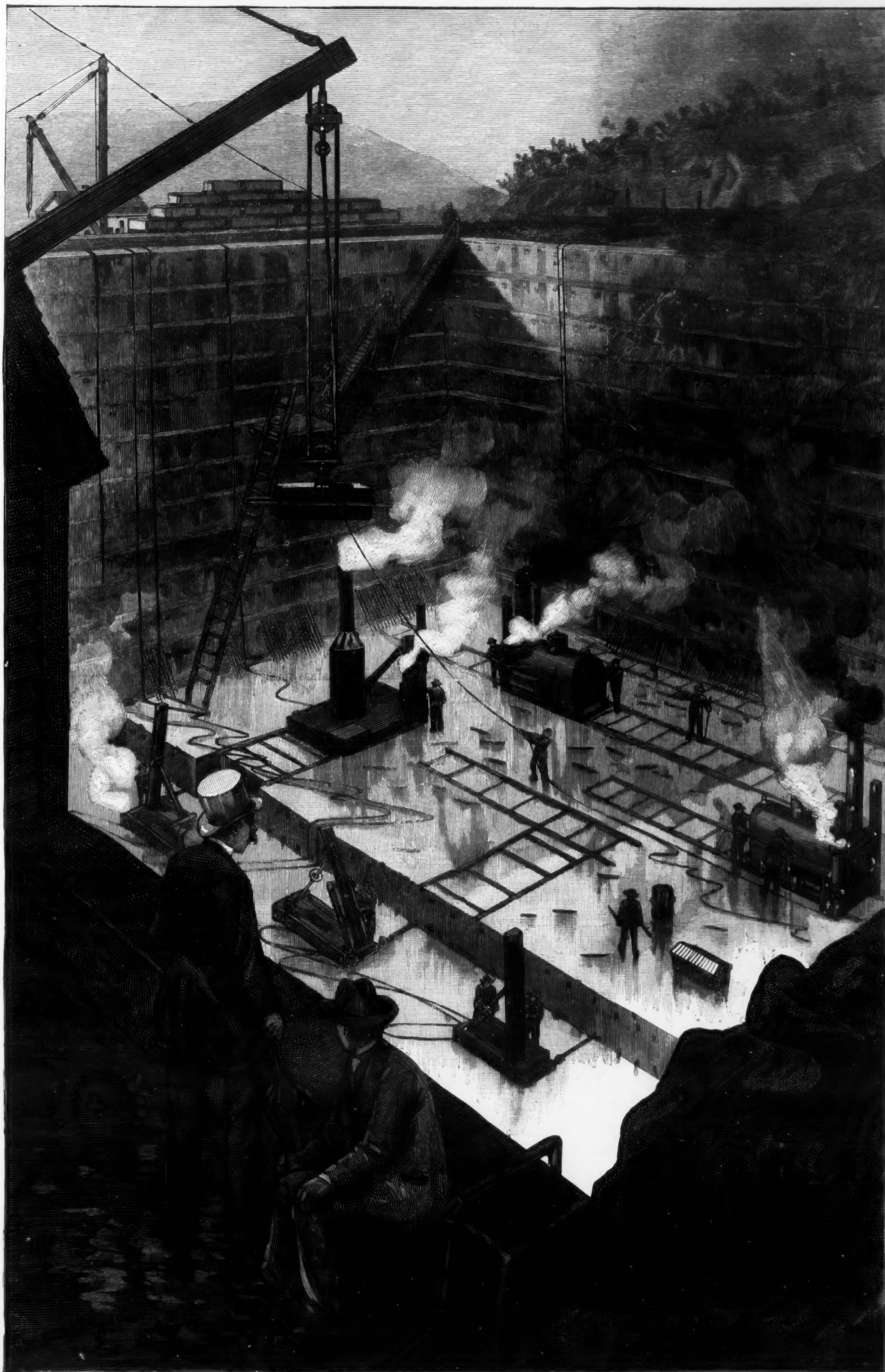
GEORGIA.—THE IRON INDUSTRY—VIEW OF THE MINES AT CARTERSVILLE.



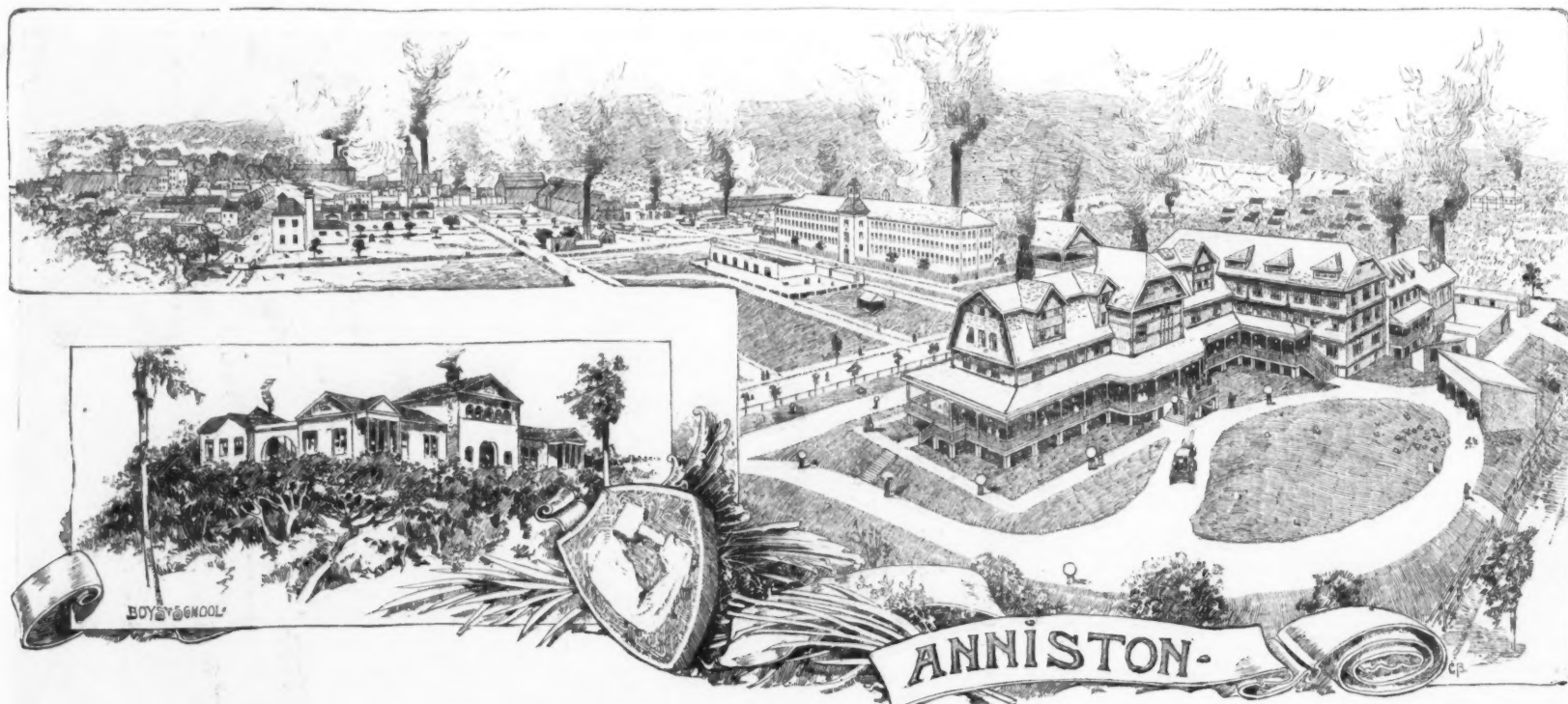
1. Spring-house, Bath-house, and Bottling Establishment. 2. Bottling Lithia Water. 3. The Hot Baths.

GEORGIA.—THE BOWDEN LITHIA SPRINGS, NEAR THE PIEDMONT CHAUTAUQUA.

FROM SKETCHES BY C. BUNNELL.—SEE PAGE 11.



THE MARBLE INDUSTRIES OF GEORGIA—INTERIOR VIEW OF THE QUARRIES AT TATE.
FROM SKETCHES BY C. BUNNELL.—SEE PAGE 14.



ALABAMA.—GENERAL VIEW OF ANNISTON, THE NEW "PITTSBURGH OF THE SOUTH."

FROM SKETCHES BY C. BUNNELL.—SEE PAGE 15.

that, when completed, will make this one of the great passenger and freight lines between the "Gate City" and the North. The places of most note on this through route are, Henderson, one of the thriving tobacco towns of the Golden Belt; Raleigh, the State capital; and Southern Pines, in Moore County, a "piny-woods" health resort, unequalled for its beneficent effects upon all suffering from throat or lung troubles.

A third and new railroad that has already done much for the State is the Cape Fear and Yadkin Valley. This runs for the most part through counties that, until it was constructed, had no railway transportation. At present it extends from Fayetteville, the head of steamboat navigation on the Cape Fear, to Mount Airy in Surry County, about five miles south of the Virginia line. Within a year it will also have made connection at the north with the Norfolk and Western Road, and will have extended south to Wilmington, its ultimate terminus.

A fourth railroad, now under construction at many points, is the Charleston, Cincinnati and Chicago. This line was projected by an association of New England capitalists, organized under the chartered name of the Massachusetts and Southern Construction Company, Col. R. A. Johnson, of Boston, General Manager. The original plan of this company was to construct an air line from Ashland on the Ohio River, through Kentucky, Virginia, Tennessee, North and South Carolina to Charleston Harbor, thus making a short, quick route over which could be conveyed the products of the South Atlantic seaboard to the Ohio Valley, and the meats and breadstuffs, the manufactured wares and the coal of the latter, for distribution through the South.

This original plan has been enlarged, and the company now proposes to build two forks from a convenient point in South Carolina, one continuing to Charleston as at first designed, the other running due south to Augusta in Georgia. Besides what it has done at various points in other States, this company has a link in operation from Rutherfordton, N. C., to Black's, on the Piedmont Air Line, in South Carolina, and is pushing its construction northward from the former point to Johnson City in Tennessee. In doing so it is opening up to development a tier of the Piedmont counties of this State that abound in every kind of natural resources, and that are unsurpassed in fertility of soil and climatic salubrity. There are other railroads in this State worthy of extended mention, but those already named are of the most importance to its progress and prosperity, and the space at our disposal is too limited to admit of giving the others the notices they merit.

SOUTH CAROLINA.

Colonel A. K. McClure, editor of the Philadelphia Times, made a tour of the cotton States not long ago, and gave to the public the results of his observations in a series of interesting letters. Of South Carolina he said:

"The Palmetto State has made the grandest progress during the last eight years, and, omitting the wealth reckoned for slaves, she is richer to-day than ever before, and with abundant evidence that the area of development, of intelligent business progress, and of rapidly multiplying wealth, is just beginning its great work. It is naturally the richest State of the whole Union, without any exception. . .

There is no other part of the South where so little labor will produce so much."

This is strong language, coming as it did from a calm, unprejudiced observer of more than ordinary acuteness. But facts are stubborn things, and they inspired the statements of the veteran journalist. What are these facts? They were statistically presented, at the beginning of this year, by the Charleston News and Courier, in the following business-like terms:

While it is universally admitted that the reports of the Comptroller-general do not show the actual value of property in South Carolina, there is no other source from which even an estimate of the taxable values of the State can be obtained. These reports are, therefore, used in the following statements. In 1879 the value of all property in South Carolina was \$120,551,624; on the 1st of January, 1887, it was \$140,939,762—showing an increase of \$20,388,138.

It has been claimed by persons unfamiliar with the industrial condition of the State that whatever improvement there has been in this direction has been confined to the cities and towns, and that the property not so situated has depreciated. That such opinions are erroneous is shown by the following extracts from the official reports alluded to:

Increase in value of real estate not in cities and towns, 1879 to 1887	\$6,451,944
Decrease in value of real estate in cities and towns, 1880 to 1887	145,088
Total increase in value of real estate, 1880 to 1887	\$6,306,856
Increase in value of personal property, 1880 to 1887	5,210,369
Increase in value of railroads, 1880 to 1887	8,870,922
Total increase in value of taxable property, 1880 to 1887	\$20,388,138

It will be seen from this statement that there was a decrease in the value of city and town real estate of \$145,088 in seven years, while real estate outside of cities and towns increased in value \$6,306,856 during the same time.

The total value of farm productions, of the manufactured and mineral products, live stock, and fruits and vegetables, in 1880, was \$72,522,405, and in 1887, \$101,682,530—an increase of \$29,160,125.

The detailed amounts are as follows:

Industries.	1880.	Product.
Farm productions	\$41,960,749	
Manufactured products	16,738,008	
Live stock	12,279,412	
Mineral products	1,371,939	
Fruits and vegetables	163,297	
Total	\$72,522,405	
	1887.	
Farm productions	\$46,968,292	
Manufactured products	31,975,103	
Live stock	19,781,698	
Mineral products	2,093,028	
Fruits and vegetables	865,009	
Total	\$101,682,530	

After giving in detail the official reports from which these statistics were compounded, the same enterprising journal summarized the work of the year as follows:

It is shown that, as compared with the census year 1880, the total value of taxable property in the State has increased \$20,000,000; the value of live stock has increased \$7,500,000; farm productions exceeded those of 1880 by \$5,000,000, fruits and vegetables, \$700,000; the value of mineral products, \$720,000. In the manufacturing industries there has been an increase of 1,193 establishments, employing 18,589 more hands than were so employed in

1880; the capital invested has increased \$10,999,000, and the value of manufactured products, \$15,200,000.

Since 1880, 446 miles of railroads have been completed. From November 1st, 1885, to November, 1887, 202 miles have been built at a cost of \$3,500,000; the railroad earnings for 1887 were \$2,500,000 in excess of those of 1880, and the value of railroad property has more than doubled since 1880, the increase being \$8,800,000, while the total value of such property in 1880 was \$7,390,000.

That there is no exaggeration in these astounding figures is shown by those given in the annual report (recently published) of Hon. A. P. Butler, South Carolina's Commissioner of Agriculture. This very able and thorough review corroborates fully all the above statements, and incidentally affords between the lines evidence that the State is indebted to its railroad companies for a very large proportion of the great gains that have been made. These railroads "are constituent parts of one or another of the following lines or systems, viz., Atlantic Coast Line, Piedmont Air Line, Great Southern Freight Line, Magnolia Line and Plant System." The most extensive of these in its ramifications and connections is the Piedmont Air Line, which controls 663½ miles of roads within the State, or a little more than one-third of its total mileage.

GEORGIA.

"The Empire State of the South," as its people proudly call it, has a vast area of wonderfully diversified natural resources. An inland State, except for the narrow margin on its eastern border, created by the rivers that made the two great seaport towns of Savannah and Brunswick, it gained its imperial title before the Civil War, because of the richness of its soil, the variety of its products, the geniality of its climate, and the energy and enterprise of its citizens. All these attracted to it Europeans, and Americans of Northern birth. Probably no State in all the South had, before 1861, an equally homogeneous population, derived from so many different stocks. Still, be this as it may, the imperial eminence of Georgia was as cordially accorded her by her Southern sister States as was that of New York by the Commonwealths north of Mason and Dixon's line. Since 1865 this State has gained enormously in population, business and wealth, notwithstanding that its people, as a whole, have had to endure and overcome the Bourbon-inherited prejudices of some of its distinctively agricultural districts. These, however, are fast disappearing, and if the bright sunshine of prosperity continues to pour its genial, life-giving influences upon the State, all those ancient prejudices will evaporate like morning mists before the ascending sun. In this, as in all the Southern States, railroad companies have been the chief factors in introducing and building up prosperity. With a wise understanding of their own interests, they have sedulously studied how to promote those of the people upon whom they depended for their business. That the managers of these corporations have been misunderstood, and their motives misinterpreted, goes without saying (and, indeed, nothing else could have been expected, for such has been the universal experience of railroad companies in the United States). And yet it is beyond question that the Piedmont Air Line System (better known in Georgia under the name of the Richmond

and Danville), the East Tennessee, Virginia and Georgia, and the Georgia Central—"three systems which have controlled the great bulk of Georgia's business for several years, and are now closely allied for their mutual advantage" (see statement in the Atlanta Evening Journal of July 14th, 1888)—have done more for Georgia's progress and prosperity than all the other corporations in the State, and the Legislatures that have met at Atlanta since the war. This is easily demonstrable by convincing figures, were such needed. But while to these great corporations much credit is due, there are others of lesser national note at present, to whose enterprise and foresight Georgia is largely indebted for her present and prospective prosperity. Among the latter is the Marietta and North Georgia Railroad, an enterprise projected and controlled by Boston and Cincinnati capitalists; that, having first built a narrow-gauge railway between Marietta and Murphy, N. C., has since changed it into a standard gauge, and is now preparing to extend it to Knoxville as its northern, and to Atlanta as its southern, terminus. This enterprise has opened the rich marble, mineral and agricultural belt of North Georgia to development; and that the development has already begun is demonstrated by the illustrations of the work among the marble deposits of North Georgia, which appear elsewhere in this issue. A correspondent of a New England journal, traveling over the then projected line of this road, jocosely called attention to the wonderful marble deposits that have since been opened, by saying that he found "the culverts of the railroad were constructed of white marble," and that "the chimneys of log cabins, the walls of local wells, and even the pigpens of the people, were built up with the same choice statuary and monumental material."

Another railroad that has been managed in the interests of the State is the Western and Atlanta, of which Senator Brown is president. That astute gentleman has made the thoroughfare he leased from the State a powerful auxiliary in its development. The towns along its route have all increased in importance, because his policy has been to build up the agricultural and other interests of the section the road traversed, and so to make both the station-towns and villages, and the country tributary to them, valuable contributors to the freight and passenger traffic of his line. The Georgia Central has within a year added largely to the area it had heretofore benefited, by obtaining control of several small roads already constructed, and by arranging for the completion of sundry links, long projected, but not finished, that would open up fertile regions which heretofore have had no economical transportation facilities for marketing their cotton and other crops. When these links are completed, as will soon be the case, many localities, that heretofore have suffered for lack of railway facilities, will be able to select their markets as they may see fit.

The growth of manufacturing in Georgia has corresponded with that of agriculture and horticulture. While no official statistics exist to determine its volume, yet the semi-annual reports of the Manufacturers' Record, confirmed by the assessment-rolls of the counties, indicate an astonishing increase since 1880. The census of 1860 gave Georgia 1,890 establishments, employing \$10,890,875 capital and

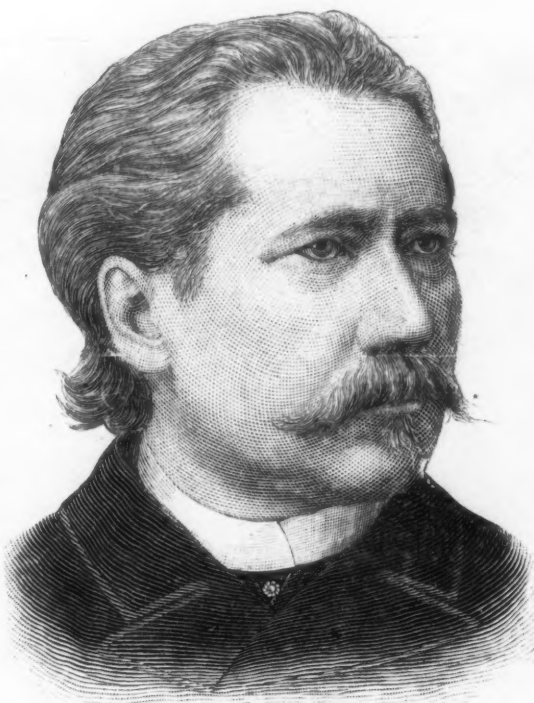
11,575 persons, with products valued at \$16,925,564. In 1880 there were 3,593 establishments, with \$20,672,410 capital, 22,556 employes, and products valued at \$36,440,948. It is probable that the Eleventh Census will show an increase of more than 100 per cent. in the number of establishments, and a considerably greater increase of employes and in value of products.

It is also probable that the next census will prove that Georgia has gained more citizens from the North and West than any other Southern State. Many of these are thrifty farmers from Ohio, who have transplanted to the fertile valleys and hills of their adopted State the economic ideas and methods of their old homes, and are showing the adaptation of Georgia soil to diversified agriculture. No town in this State will report newcomers from as many sections of the Union as Tallapoosa, a beautiful place on the Georgia Pacific Railroad, close to the Alabama line. Formerly a petty village, scarcely known to any except its few inhabitants, it has within two years grown into a populous and thriving town, inhabited by people from every part of the Union. The beauty of its situation, its fine, healthful climate, its advantageous location as the centre of numerous raw materials for manufacturing purposes, had but to be known to attract people there. Now the place is putting on municipal airs, and there is no telling how large it will have become by 1890. Older cities—Macon, Rome, Athens, Augusta, Atlanta, and others too numerous to name—have prospered wonderfully; none more so than the "Gate City," the Phoenix of Southern cities, with a history so marvelous and enterprise so dauntless that a large volume would be required to do them justice.

THE WESTERN AND ATLANTIC RAILROAD.

The Western and Atlantic Railroad, otherwise known as the Great Kennesaw Route, runs from Atlanta, by the way of Marietta, Ga., to Chattanooga. This road has long been the pioneer railroad of Georgia in its efforts to attract the tide of immigration, and, as a result, numerous families from the Northwest, and, indeed, from almost every section of the country, have settled themselves along its line. The road runs through the most attractive and historic scenery in the South—through a region of wonderful mineral resources, and one of such equable temperature as to afford pleasant homes all the year round. One of the most desirable localities along the entire length of the road is that of Cobb County, of which Marietta is the principal city and seat of justice. This county is the wealthiest, the largest, and the most prosperous division of the State. It was named, in 1832, in honor of the Hon. Thomas W. Cobb. The soil of the county is varied; the bottoms and some of the hilly lands are very rich and fertile, and but little of it too sterile for successful cultivation. Many metals and minerals, including gold, silver, copper, iron, lead, etc., have been discovered, and some gold and silver mines have been profitably worked.

Agriculture is the main resource and occupation of the people, but of late years considerable capital has been invested in mining and manufactures. The inhabitants are proverbially law-abiding, temperate and moral. At the largest fair ever held by the State Agricultural Society, at Macon, Cobb County bore away the honors and was justly called the banner county of Georgia. She has now no less than seven agricultural district clubs in successful operation, and much attention is devoted to the rearing of fine cattle, sheep and swine. The fine roads afford substantial evidence of thrift and increasing civilization. Schools, academies and churches are found in every district. The very best region for dairy farms in the South is found on the Western and Atlantic Railroad between the Chattahoochee River and Marietta. The finest strawberries are raised on the elevated plateau lying alongside the road between Marietta and Smyrna, while between Atlanta and Big Shanty is a country unexcelled for grape culture. In fact, there are now flourishing vine-



GEORGIA.—PATRICK WALSH, EDITOR OF THE AUGUSTA "CHRONICLE."

yards on the sides of Kennesaw Mountain. There is no part of the South so well adapted to give profitable return to manufacturing industries as Cobb County. The requisites for the successful conducting of such enterprises are, first, the raw material; second, water or steam power; third, intelligent population; fourth, proximity to the consuming section; and fifth, health. All of these Cobb County enjoys to the fullest

extent. To parties who wish to embark in the business of manufacturing furniture and the other products of lumber, there is a supply of the material which will feel no appreciable contraction for many years to come. Among the varieties of wood to be found in almost inexhaustible quantities are red, black and Spanish oak, chestnut oak, blackjack, white, black and blue ash, poplar, birch, sycamore, hickory, yellow pine, walnut, locust, cherry, maple, beech and many others.

To the miner splendid opportunities are offered. Brown hematite iron, iron pyrites, manganese, kaolin, chrome mica, hornblende, graphite, soapstone, specular ore, mica, granite, quartzite, asbestos, manganese with iron, copper pyrites, schist and blackhead, honeycomb quartz and decomposed feldspar are found in great abundance. Besides these, the county raises over 12,000 bales of cotton, and the grain crops afford large supplies to milling interests, which are supplemented to a much greater extent by grain brought from Tennessee and the West. The water-powers of the county are very fine, and have not yet been utilized to any extent. In addition to these, the Western and Atlantic Road has reduced the rates on coal for manufacturing purposes to such an extent that Cobb County stations enjoy as cheap coal as Atlanta itself. The last material requisite to render manufacturing of all kinds successful in this county is the ready market afforded by the close proximity of Atlanta and the great consuming section immediately south of and around her.

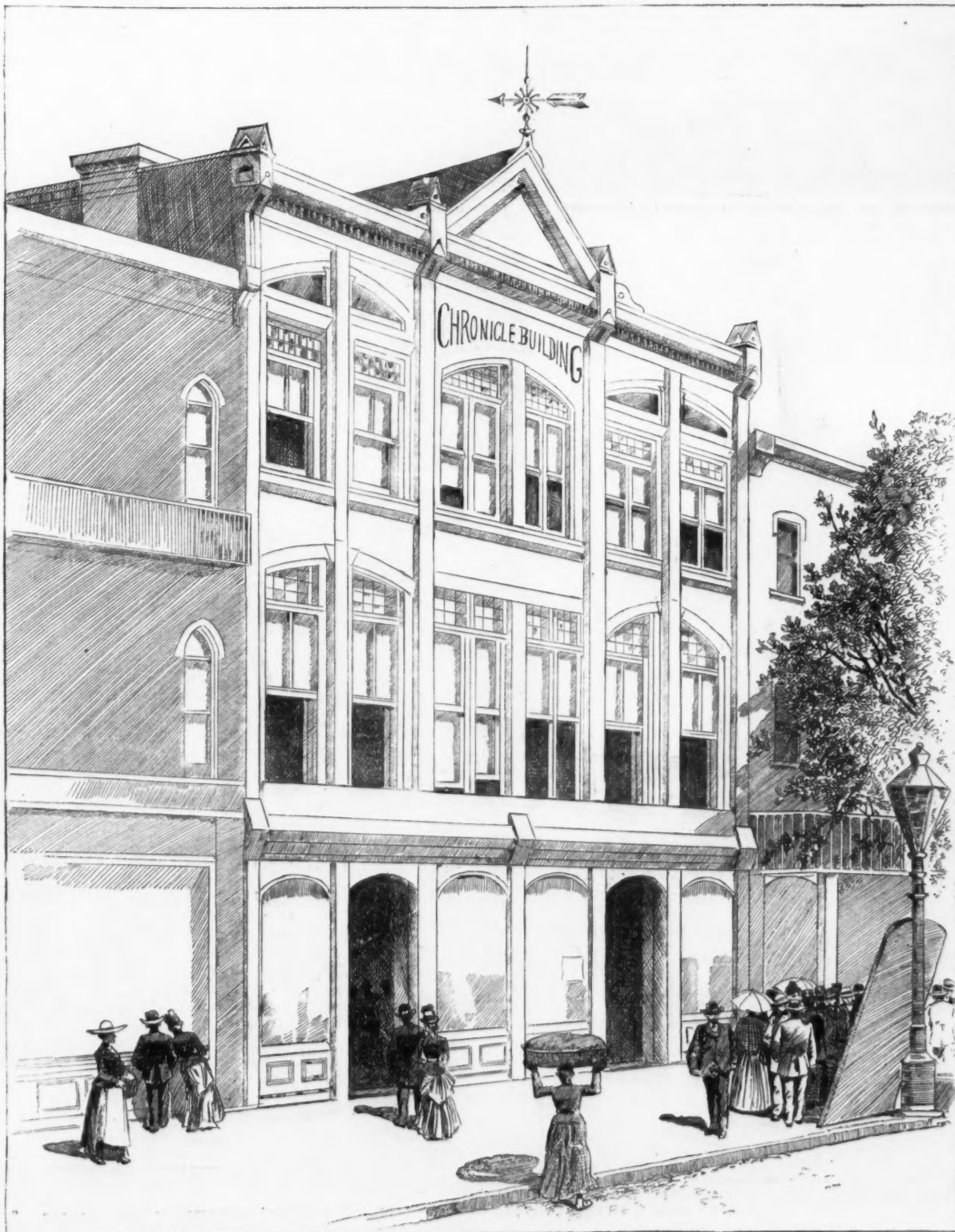
THE CITY OF AUGUSTA.

The traveler who finds himself in Augusta, after a run of twenty-seven hours from Jersey City by the Piedmont Air Line, can scarcely imagine that he is "Away down South in Dixie." There is not much to indicate any great change, either in the people, the town, or the country. Neither is there in the climate, except that in June we found it finer than we left it in New York. At our hotel, the Arlington, we could not distinguish that it was different from any hotel of its size in the East or West. The main street, called Broad, puzzled us a little by its great width, being about as wide as Sackville Street, Dublin, which is the widest street in Europe. We were told that in ancient times, before railroads were known, this street was barely wide enough to accommodate the mule teams, ten abreast, that hauled cotton into Augusta from the surrounding country.

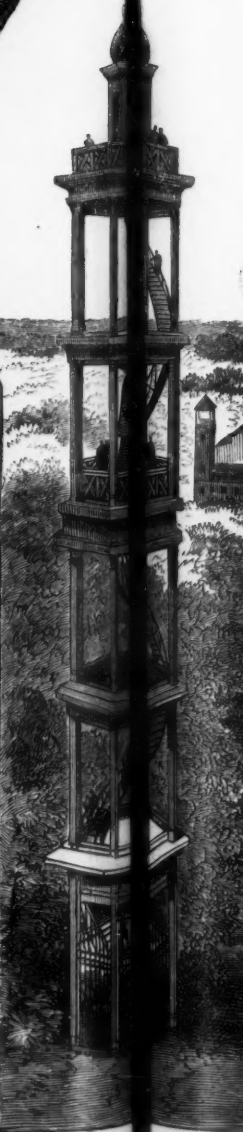
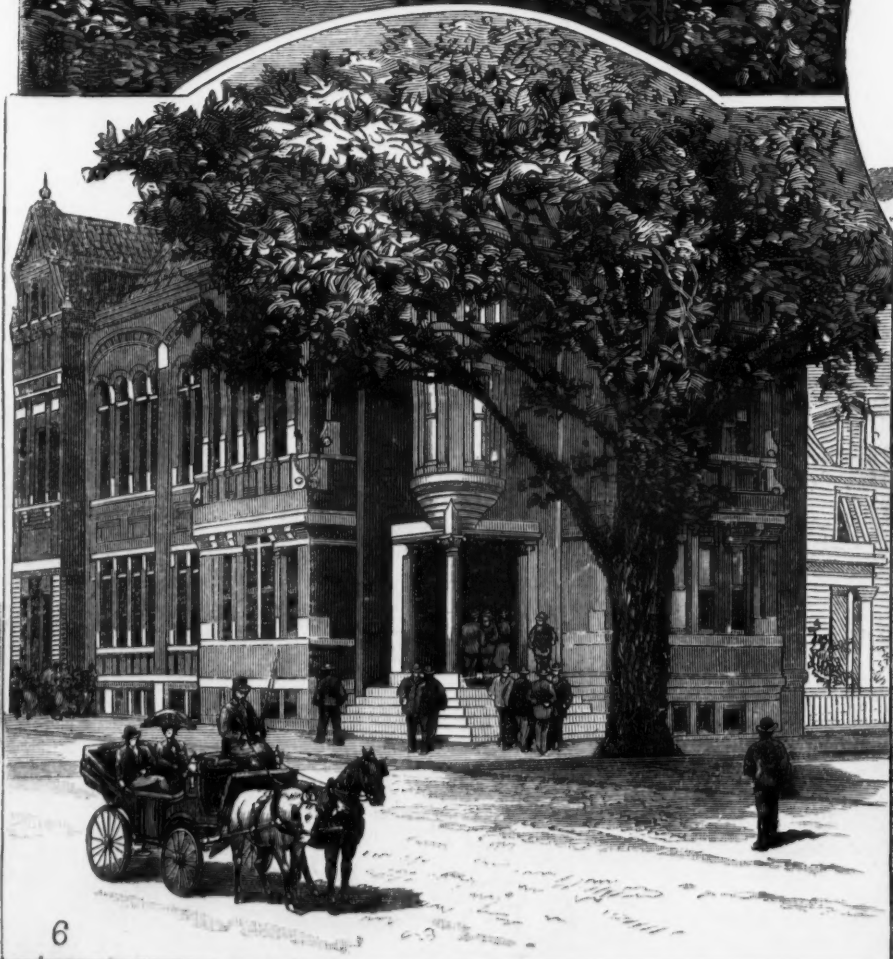
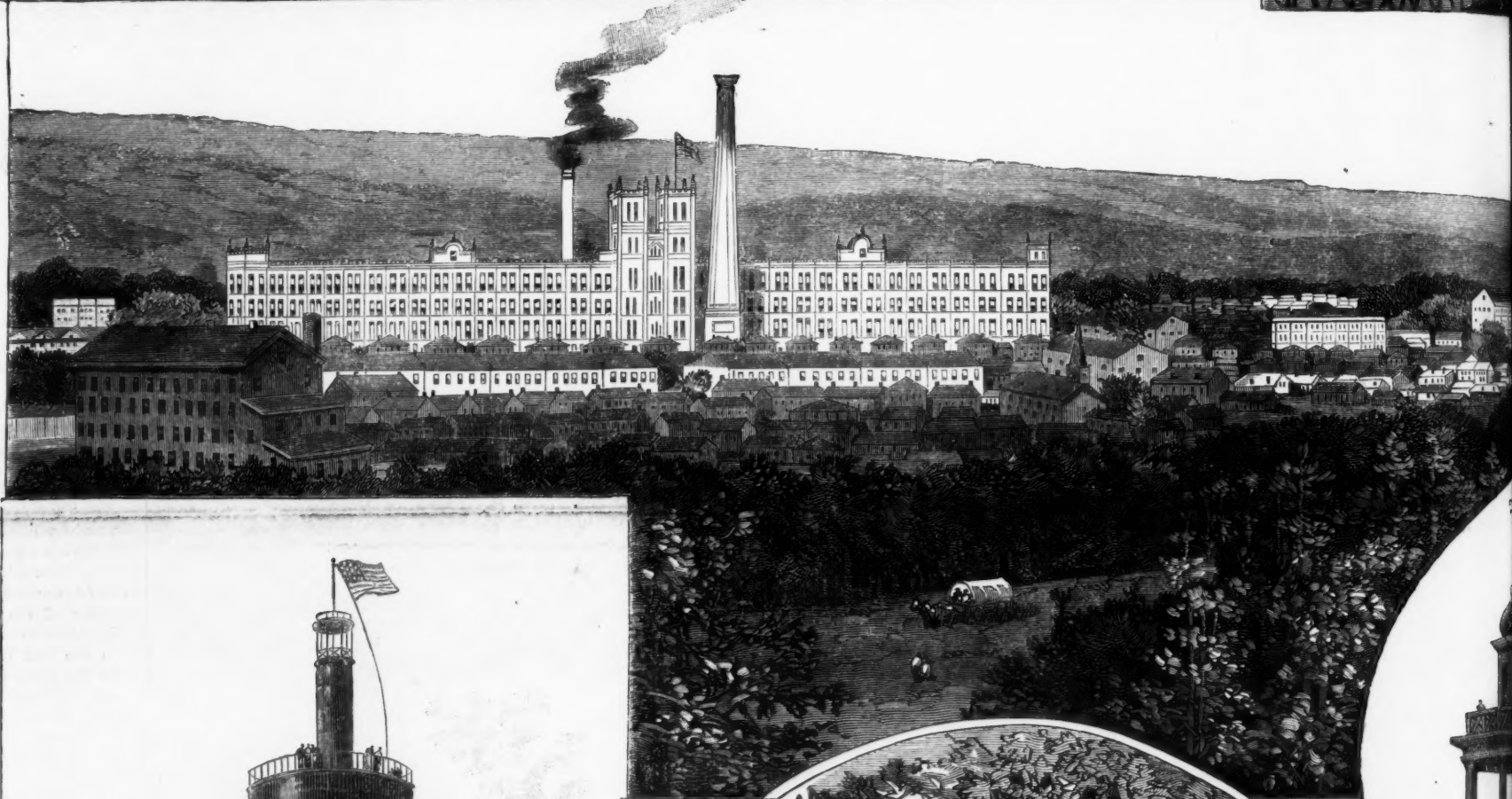
The principal banks, stores, and warehouses, are upon this street, and as none of them exceed three stories in height, its dignity is somewhat decreased. A graceful monument stands in the centre of the street, and, like Nelson's monument in Sackville Street, relieves the eye from the weariness of the wide expanse of roadway. Apart from this, all the other streets are of the regular width of the best-regulated towns, differing only in the fact that, owing to the great number of splendid shade-trees, they present a finer appearance than those of any other city we have ever seen.

THE AUGUSTA "CHRONICLE."

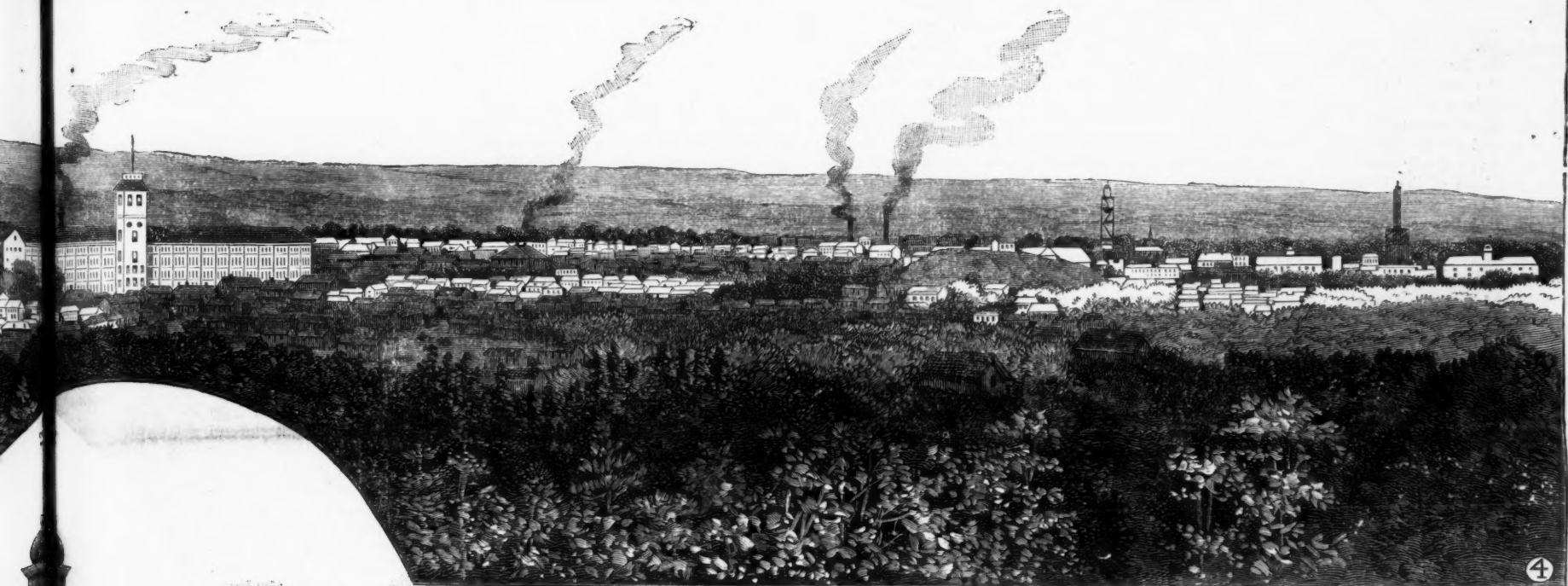
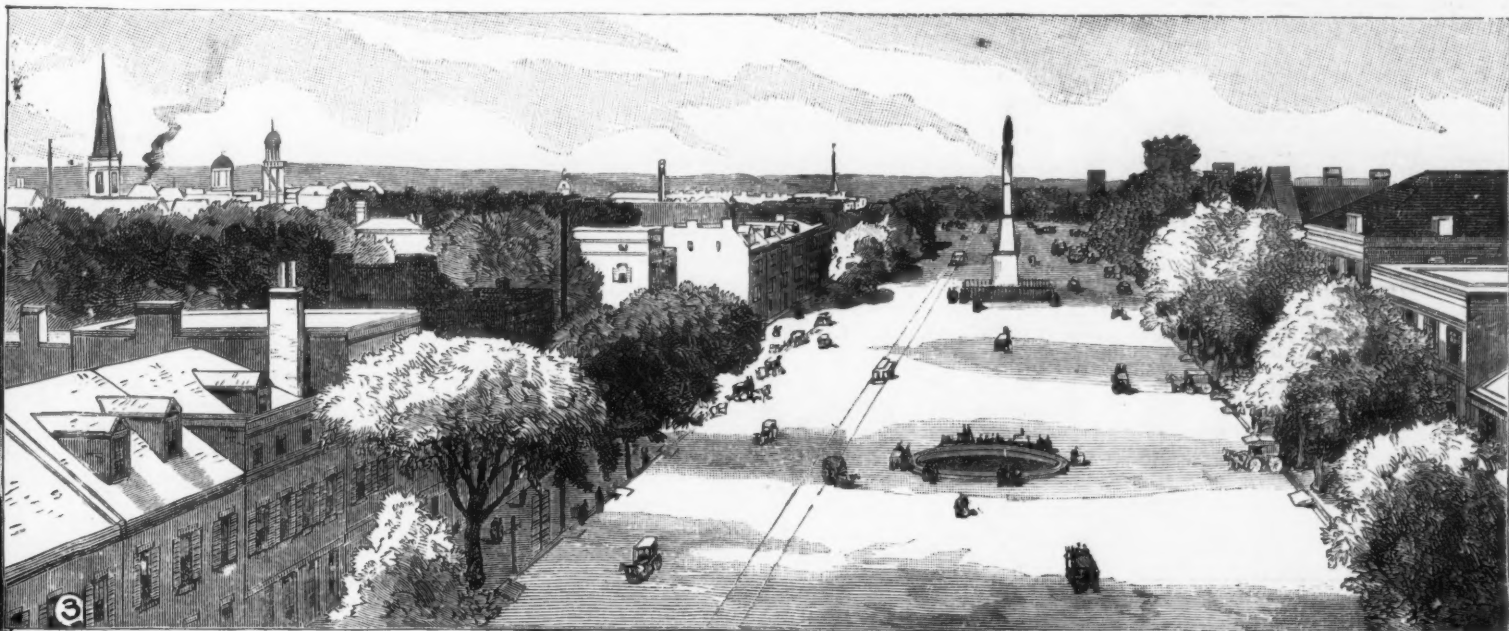
Upon Broad Street is the building of the Augusta Chronicle. This paper is not only the leading one of this city, but is recognized as one of the most influential papers of the South. Its editor, the Hon. Patrick Walsh, is the prime moving spirit of the place. He has been connected with Augusta and the Chronicle for some twenty-two years. During that time he has taken an active part in every movement advantageous to the city and State. During this time he has seen wonderful improvements. He has seen the old Augusta of past days almost disappear. Not only in Augusta, but all through Georgia, he has witnessed the greatest advancement in material prosperity—cities increasing, cultivation extending, marts too small for the crowd of buyers and sellers, streets better lighted, houses better furnished, richer wares exposed to sale in statelier shops, finer carriages rolling along smoother roads. He has seen millions of dollars expended by railroad



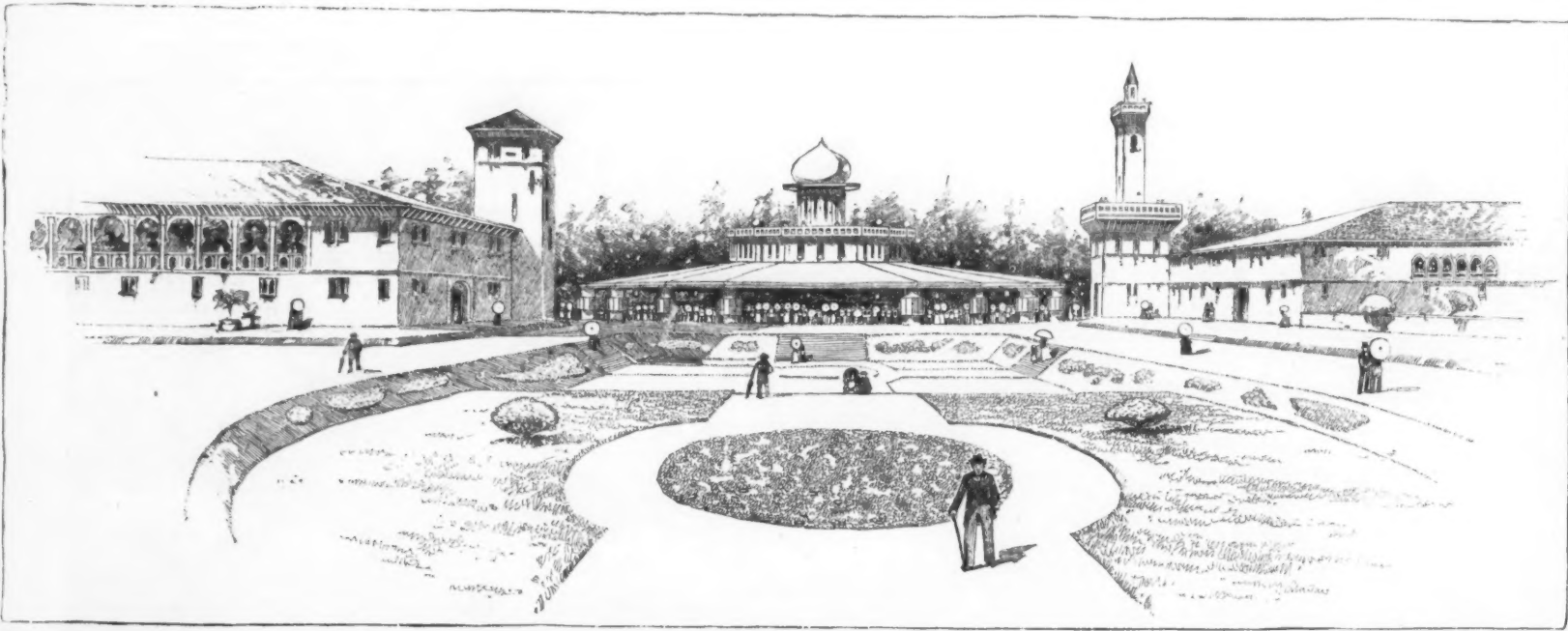
GEORGIA.—THE BUILDING OF THE "CHRONICLE" NEWSPAPER IN AUGUSTA.



1. GREEN STREET, IN FRONT OF THE ALLEGRO CLUB. 2. SOLDIERS' MONUMENT IN THE EVENING. 3. BROAD STREET. 4. GENERAL VIEW OF
GEORGIA.—THE CITY OF AUGUSTA, ITS INDUSTRIES, STREETS,
FROM SEVENTH STREET. 5. WATER TOWER. 6. HOTEL ALLEGRO.



VIEW OF THE INDUSTRIAL PORTION OF THE CITY. 5. THE GREAT WATER-TOWER. 6. THE COTTON EXCHANGE. 7. JACKSON STREET, FROM THE OLD BELL-TOWER.
MONUMENTS, COTTON EXCHANGE, AND OTHER POINTS OF INTEREST.
WILLIAMS.—SEE PAGE 6.



GEORGIA.—THE PIEDMONT CHAUTAUQUA, SOME TWENTY MILES FROM ATLANTA.

FROM A SKETCH BY C. BUNNELL.—SEE PAGE 7.

companies on roadways and equipments, and as a result populous and wealthy manufacturing towns, seaports, and watering-places spring up all around him. In each and all of these modern enterprises Mr. Walsh has had some part, and to-day he is looked upon by every inhabitant of Georgia as one of the great benefactors and live, progressive men of his age.

It deserves to be related that this honorable gentleman, who has been so closely connected with the fortunes and fame of the beautiful City of Augusta and State of Georgia, was born in Limerick, Ireland; that he was for eleven years connected with the *Charleston News*; that in his several relations as practical printer, editor and politician, he has endeared himself to the community; and that the Exposition soon to be held has received from him the greatest amount of help and encouragement, and that he, like every person in the city, believes in its complete success.

There are many notable buildings besides that owned and occupied by the *Chronicle* Publishing Company. Foremost among these is the Exchange, a handsome structure on the corner of Jackson and Reynolds Streets, 102 feet on the former and 45 feet on the latter street. It is built of brick, two stories high, with a mansard roof, and within and without is finished in a most tasteful and substantial style. On the ground-floor is the hall of the Exchange, 50 by 42 feet, a directors' room and two business offices. The daily transactions in the fleecy staple reach a high figure, for this is one of the most important inland cotton marts of the South, and the Exchange has gained an enviable reputation in the financial circles of the cotton world for the integrity, good judgment and promptness that characterize its business methods. Other buildings that are admired by strangers are the three academies—the Richmond County, the St. Mary's and the Sacred Heart; also the City Hall and its park; the First Presbyterian Sunday-school and Library; the Medical College of Georgia; the Houghton Institute; the Augusta Orphan Asylum; the Masonic Temple and Cohen's new Opera-House. Three monuments—one to the Georgia Signers of the Declaration of Independence; a second to Augusta's Confederate dead; the third, a cenotaph to the dead who went out in 1861-65 from St. James's Sunday-school—tell of the honors Augusta pays to the memory of departed heroes. But more striking than all these are the vast mills bordering her magnificent and unequalled water-power, which give employment to thousands of operatives and make this city the Lowell of the South.

THE SALUBRITY OF AUGUSTA.

Nature made this a healthy place, and her people long ago learned that it was wise to sustain the reputation nature had given it. Consequently they established, and have ever since maintained, a system of sanitation as nearly perfect as possible. A board of health, four of whose members are physicians, has charge of this important matter and of the scavenger service. Five sanitary inspectors report to the president daily, and everything savoring of a nuisance, or that may by any possibility breed disease, is promptly and thoroughly removed. In this respect, as in many others, this is a model city.

AN ANCIENT TOWN.

There are to be seen on the main street and in other parts of the city some quaint old buildings, relics of former days; but in what city of any age do we not find them? Augusta is an old town, as towns go in America. In fact, Augusta is over one hundred and fifty years old,

and was a very rich and thriving place before Chicago and a hundred other Western and Northwestern towns came into existence. It is now quite apparent that it has been owing altogether to the peculiar position in which the South has been placed that she has not been in the front rank of progress, and that her Richmonds, Atlantas, Columbias, Augustas, Charles-tons and Savannahs have not each and all been richer, larger, more important and more splendid in enterprises of every description, than the new Western cities; for where the latter oftentimes have only a bare advantage of one kind or the other, each of the places named, and dozens of others, possess advantages innumerable in soil, climate, mineral wealth, and every possible resource that can be named, and upon which wealth and fame are developed to the very highest point of attainment.

Augusta contains about 40,000 people. The city lies on the banks of the Savannah River, and is navigable thence to Savannah. The canals which supply the power for running her cotton and other factories cost \$3,000,000, and the cotton factories to-day are running over 200,000 spindles. It is not generally known, but is nevertheless true, that Augusta manufactures more brown goods, or unbleached domestics, than any other American city. Her principal markets are in Africa and China. The eight cotton-mills in operation are each as complete in every way as any to be found in Massachusetts. During the past fiscal year the city handled 150,000 bales of cotton, and it is expected that during the present year 200,000 bales will be manufactured. The river trade to Savannah is rapidly increasing, and a fine line of steamers plies between the two cities every day. Augusta has the reputation of being a very rich and a very conservative city. She suffered less during the war than any large city in the South east of the Mississippi. We were informed that Broad Street was, during the progress of Sherman's march to the sea, filled from curb to curb, for its entire length of two miles, with bales of cotton piled twelve to twenty feet in height. Had that general shown a disposition to march on the city, the torch would have been applied to this cotton; but he took another route, and it was saved, as well as the town. Ever since the city has been prosperous, and has increased in wealth and population. Now the spirit of the whole community is undividedly in favor of a more rapid progress and development, and to this end the Augusta Exposition was proposed. This Exposition will be one of the most highly interesting ever witnessed in the South. The Board of Commissioners includes the best men of the city, who voluntarily devote their time and talents to the enterprise, and nothing that could be thought of to contribute to its unqualified success has been left undone. It is proposed to show what progress has been made in manufactures, mining and agriculture, and what has been accomplished in the decade since the closing of the great Atlanta Cotton Exposition. To this end agents from Augusta have visited every spot in the South where enterprise has been shown and capital invested, and the result, as exemplified in the work accomplished, will be laid open, as in the pages of a book, to the gaze of the interested visitor.

The buildings for the purposes of the Exposition are conveniently arranged on the verge of the town, and are accessible by street-cars in a few minutes' ride from the hotels. They are stately, spacious, and commodious, and cover the summit and slope of a hill that overlooks the city. In the neighborhood the woods are magnificent, the air clear and salubrious, and the prospect extensive and beautiful.

The executive officers of this Exposition are—President, James Tobin, Esq., First Vice-president, C. H. Phinzy, Esq., President of the Georgia Railroad Bank; Second Vice-president, Hon. Patrick Walsh, President of the Augusta *Chronicle* Company; Third Vice-president, J. Rice Smith, Esq., Manager of the Georgia Chemical Works; Secretary and Treasurer, Major J. H. Alexander, a wholesale druggist and seedsman of high reputation in business circles throughout the South; General Solicitor, Sanford H. Cohen, Esq., a popular journalist and proprietor of the Augusta Opera-house; and General Manager, J. W. Ryckman, Esq., a gentleman whose reputation, gained in many former expositions, fitted him for the prominent position he now fills.

The Board of Directors, of which His Honor R. H. May, Mayor of the city, is a member, is composed of the most influential and enterprising men of all callings in Augusta; and behind them, according to them an enthusiastic support, are the people of this enterprising city, who have raised among themselves all the funds needed to prepare for and carry through to completion this great enterprise.

In this city are two elegant social clubs, and the various members take pleasure in vying with each other in extending hospitality to strangers. Visitors from the North will be astonished at Green Street, the principal resident street. A park extends along the centre of the street for about two miles, and the shade from four rows of stately trees of huge dimensions will remind the traveler of the avenues of Versailles and Schönbrunn. Such a beautiful promenade cannot be found even in Central Park, New York.

THE SUBURBS

Of Augusta are worthy of notice, and will repay a visit. In the western part of the city are the Sand Hills, which are famed throughout the South. These are part of the high plateau upon which such Winter resorts as Southern Pines, N. C., and Aike, S. C., are located. Over 165 feet above the level of Augusta, the dryness and general salubrity of the atmosphere is attested by the fact that the United States Arsenal, which has been established here many years, is known to be the healthiest military post in the United States. These hills are accessible by the street-cars, and when they are reached, the visitor is astonished at their beauty and freshness. Somerville, where will be found the homes of the wealthy citizens of Augusta, possesses every charm that could be desired. No adjunct of rural life is wanting. The views embrace wide scenes of farm and meadow, with a villa here and a cottage there, while the choicest productions of the semi-tropic adorn the land on every side.

In the same section is the splendid domain of Hon. P. J. Berkman, known to the horticulturists and pomologists of this country and of Europe as "Fruitland Nurseries." Mr. Berkman is President of the American Horticultural Society, having occupied that honorable and responsible position since the death of Hon. Marshall O. Wilder, of Massachusetts. The business transacted by Mr. Berkman and his sons has grown into enormous proportions. His home is noted for its refined and generous hospitality, while the products of its nurseries find their way to all our States and Territories and to many European countries. Visitors to Augusta, who fail to drive out to that charming place, will miss one of the delightful features of their trip.

HILLMAN, GA.

Among the many places in Georgia notable as health resorts, Hillman stands pre-eminent,

because of its wonderful Electric Shaft, and the cures that have been effected through its mysterious agency. Hillman is in Taliaferro County, on the Washington branch of the Georgia Railroad, sixty-five miles from Augusta. Half a mile from the station, and standing in an elevated plateau, is the Electric Mound Hotel, a plain, substantial building, containing forty-five rooms. Large, commodious bath-rooms are arranged in great number in close proximity to the hotel, and water of the purest freestone variety is by steam-power forced to the house from a distance of 2,300 feet. The hotel is within 400 yards of the celebrated Electric Shaft or Mound. The high, rolling country, the stately pine-trees, ranging in diameter from one to four feet, the absence of swamps or ponds, the dry and bracing character of the atmosphere, the well-wooded mountains in the distance, and the great elevation of the plateau upon which the hotel with its bath-houses and outside houses barely find room to stand, all indicate that without even the aid of an electric and wonderful cavern this spot is, without any possibility of doubt, a very desirable one for any person suffering from pulmonary or kindred troubles; but, strange as it may seem, this is not what the place is most noted for, but for the most extraordinary cures of that well-known and disagreeable malady, rheumatism. No language can exaggerate the accounts given by the natives, by visitors, and by the actual patients in attendance, of the almost miraculous cures of this disease effected by a visit to

THE GREAT ELECTRIC SHAFT.

Proceeding to pick our way down a mountain-path bordered on all sides by gray and white rocks of huge proportions, with every nook and cranny of the same overrun with the most delicate ferns and wild flowers, we at length, after descending from the hotel 164 feet, came to the wonderful Electric Shaft. It is covered by a small, neat wooden house, or cottage, and, entering this, we descended a short flight of stairs to the depth of six feet, and found ourselves in an excavation fifty feet in length and twelve feet in width. This excavation is in the side of a tall mountain, and the excavation itself is divided by partitions into three distinct compartments, each compartment fitted up with seats for a score or more of people, and lighted by openings in the roof. The extreme end of the excavation, or southern wall, is composed of an alum rock twenty feet in height, and extending the full width of the inner compartment. In this rock the electric property is said to reside.

The patients who visit this cave for the purpose of being cured of rheumatism enter the excavation to the third compartment. One of the patients lays one hand on the rock, and joins the other hand to another patient, and that patient joins hands with another, and so on, hand-joined all round, they sit down quietly and look at the rock, or the floor, or the ceiling, or each other, and in this simple manner get rid of rheumatism of many years' standing, and after having tried all other known remedies. LESLIE'S artist and correspondent joined in with a crowd of twenty-five or thirty patients, but felt no result whatsoever. Both artist and correspondent then tried the rock itself, but with the same result. It was, however, extremely curious to witness the pranks the rock played upon some of the patients present. Two young ladies, aged respectively twenty-one and twenty-three years, were so affected upon joining hands that they shook violently from head to toe, and the artist, and correspondent tried in vain to hold steady the arm

of one, but with all their might could not do so. These ladies were seen two hours after leaving the shaft, and they were still shaking in the same manner. Several other persons were affected, more or less, in our presence, and felt distinct shocks; while others, like ourselves, felt no sensation whatever.

PATIENTS INTERVIEWED.

The fame of this place has brought together patients from almost every State in the Union. The first of this class that we interviewed was a very intelligent gentleman, Colonel C. W. Waite, a lawyer, of Chicago, and a cousin of the late Chief-justice of the United States. Colonel Waite said: "I heard of the place by the merest accident, but I was such a sufferer from rheumatism, being all doubled up, and scarcely able to walk for years, I determined to try it. I've been here four weeks. I spend an hour or so every day in the shaft, and I am very nearly entirely well. The shaft has done more for me than all of the physicians, and I employed not a few. I can't say that I have felt any distinct electric shocks, and I cannot explain the phenomena by which I have been cured. All that I do know positively is that I am nearly well, and feel better since I came here than I have for many years." Dr. McCabe, of Mississippi, a gentleman of about fifty years, used about the same language as Colonel Waite, but his complaint was chronic dyspepsia. Mr. J. A. Morris, a gentleman well known in Atlanta, used the same language as Colonel Waite regarding rheumatism, but affirmed that he felt the electric shocks very distinctly. Mr. W. H. Anthony, of the Stone Mountain Railroad, expressed the same views; but it remained for Mr. J. J. Palmer, furniture-dealer, of No. 838 Broad Street, Augusta, to astonish us. Mr. Palmer, who is known to almost every citizen of Augusta, stated that for ten years he was not able to wear a boot or shoe on his right foot, owing to rheumatism. Some months before our visit he came to the shaft, having, as he said, little faith of being cured. On that occasion he remained one day, and twelve hours of the day he remained in the shaft. The day following he wore his boot, and has worn it ever since. He says, for prudential reasons, he thinks it well to visit the shaft for a day every couple of months, until he gets accustomed to the cure, which has been a wonderful ease and comfort to him.

It is but fair to say that, although the LESLIE party could experience nothing unusual in this shaft from that to be experienced in any other excavation in the side of a hill, all of the parties interviewed on the spot were *bona-fide* visitors and patients, and had no interest in any manner in the success or failure of the Electric Health Resort.

OUTSIDE TESTIMONY.

Mr. C. J. Crawford, of Atlanta, who is with the well-known and extensive firm of S. M. Inman & Co., says: "I have suffered very severely with the rheumatism. I was treated by physicians, and went to the Hot Springs, Ark. I continued to suffer with this affection until March, 1888, when I was induced to go to the Electric Health Resort. During my stay there I was completely restored, and have remained so."

It would be useless to quote any more from the stacks of testimonials to be seen at the Electric Mound Hotel. But evidence of the wonderful cures effected are known and indorsed by Editor McCall of the Union Springs (Ala.) Herald; Hon. George L. Warlow, of Indiana, the editor of the *Virginia Enquirer*; Hon. Patrick Walsh, of the *Augusta Chronicle*; Hon. Francis Cogan; and Professor J. R. Blake, of Greenwood, S. C., with several other prominent railroad, professional, reverend, and first-class business men of Georgia and other States.

MACON, GA.

MACON is one of the wide-awake, progressive cities of Georgia. It is situated on the Ocmulgee River, and within a few miles of the centre of the State. It is upon the line which divides the level southern portion of Georgia from the hilly northern half. Being on the edge of the pine section, the city has the benefit of the healthful breezes from the pines, while its distance from the ocean saves it from the trying east winds of the coast. The city and suburbs contain 35,000 inhabitants. It is provided with every possible luxury that any city in America of its size could enjoy—splendid hotels, a magnificent opera-house, handsome public buildings, beautifully laid out parks, street-cars and electric lights in abundance, and a Government building that ranks with that of any city in the South. It is a very important point for trade, its annual wholesale business exceeding \$30,000,000 per annum; and it is a centre for nearly all of the leading railroads of the South, and at this moment four more new lines are being completed into the town. The most important, however, of the railroads of Macon will be

THE GEORGIA SOUTHERN AND FLORIDA.

This road will have its terminus at Palatka, Fla., a distance of 290 miles from Macon, and

will run through one of the richest known sections of Georgia, and through the most beautiful and picturesque portions of Florida, including the middle lake region and the Suwannee River, renowned in poetry and song over the entire globe. It will be known as the Suwannee River Route; and as it is seventy-eight miles nearer the West and direct North than any other line running into Central Florida, it will be the favorite route selected by nearly all tourists. The line of the road, of which some 150 miles is now complete, will run through over one hundred miles of the virgin pine forests of the South. It will be the direct route to St. Augustine, to Palatka, to the St. John's and the Ocklawaha Rivers. From Macon the line runs due southerly through Bibb, Houston, Dooly, Worth, Irwin, Berrien and Lowndes Counties, in Georgia; and in Florida, through the counties of Hamilton, Suwannee, Columbia and Bradford.

At Macon, the city authorities, recognizing the vast importance of this line, and the great value of the new country to be opened up by it, have donated fifteen acres of valuable land for shops, etc. The first town the line strikes south of Macon is Wellston, then come Kathleen, Grovania, Unadilla, Elko, Pinehurst, Richwood, Vienna, Nameko, Cordele, Sycamore, Arabi, Tifton, Jewett, Oxmoor, Mineola, Valdosta, in Georgia; then, in Florida, Lake City, Jasper, Lake Butler and Palatka.

There are now on the line twenty first-class saw-mills, while many capitalists are anxious to move in as soon as the road is completed. There are six large turpentine farms already established, and several thousand acres will be boxed during September and October. It is estimated that 3,000 carloads of watermelons will be shipped from along this line during another season, on account of the many advantages offered by the company. They ship all rail to every point. Their cars are all ventilated fruit-cars, and their facilities for loading are unequalled. One farmer at Wellston this season planted forty-five acres in melons, and his net return amounted to nearly \$1,300, besides the valuable hay crop which was cut after the melons had been marketed. Another received \$208 net for one car of melons, which were grown on two acres of land.

Valdosta is 157 miles west of Savannah and the highest point above the sea-level between that city and Thomasville, the great Southern Winter sanatorium. The town contains 3,000 people, and is one of the most vigorous small towns in the State. South of Valdosta the line passes through fine lands of very much the same character as in Berrien County, Ga., with miles of open country reaching to the point where the line crosses the Apalaha River. After leaving the watershed between the Apalaha and Suwannee Rivers, the line reaches a broken country. Approaching the latter stream, immediately on the line, and at the crossing of the Suwannee, are the famous White Sulphur Springs, an old-time resort for invalids and for people seeking relaxation from business. At this point there is a comfortable hotel, and quite a village has grown up around it. The spring has a wonderful flow of highly impregnated sulphur water—20,000 gallons per minute—magnificent baths, etc.

THE SUWANNEE RIVER.

Along the banks of the Suwannee, the loveliest and most picturesque of all the rivers in America, there is nothing but high, dry, rolling, sandy country, studded with great, tall pine-trees. The river itself is clear, of a pale sherry color, but free of the least indication of mud, and winds itself gracefully along the shapely curves of its tropic shores. Here it describes a complete circle in less than half a mile, and there it seemingly comes to an end against vague and shadowy banks of green, purple and gray, to emerge in curve after curve of faultless symmetry, and sweep so gradual, so soft, so perfect, that none of them would do violence to Hogarth's Line of Grace or Beauty. On either side, far as the eye can reach, through the sombre day, a level and unbroken line of equal trees. There is nothing wild, scragged, or irregular, but the ever-living green of thickly growing tropical trees in a splendid and lofty hedge so beautifully green, so fresh, and so regular in its shape, that it seems as if the great gardener, Nature, had trimmed it like a sward, to meet the matchless curves of the noble river. In the aesthetic accessories of graceful motion, tranquil surface, and softness of outline, Suwannee is a faultless stream. Where the line crosses the river, its whole length is an unbroken procession of beautiful verdure—tall cypress-trees, the rich green of their foliage breaking through the hanging drapery of moss; the live-oak blooming beside it in perpetual verdure, smiling in beauty, although the aggressive sword-points of the martial palmetto are buried in its lofty frame; below these a mass of evergreen shrubbery, varied in color and in kind, make a base for the wall of vivid green that rises on either side of the river—the whole forming a sight never to be forgotten.

Jasper and Lake City are both passed through by the line of the road, after crossing the Suwannee. At the latter city is established the great factory of J. & P. Coates, of Scotland. From Lake City to Palatka, the terminus, the distance is about eighty-five miles. The country and characteristics are almost the same as that to the north of Lake City—flat, open land between watercourses, becoming broken as the line approaches the rivers.

Palatka, the southern terminus, is so well known to the traveling public that no description of it is necessary here, more than to say that it contains 4,000 inhabitants, has twenty-four brick business blocks, railroad car and engine-shops, factories and planing-mills, eight hotels, one bank, nine churches, one daily and two weekly newspapers; a town that is growing as rapidly as any in the United States, and connected both by rail and river with every point in Florida and the whole system of Florida railroads. This line will bring the products of Florida from six to twelve hours nearer markets than any other, and hence will be the great outlet for all descriptions of products of that State. In this manner the greatest possible advantage will accrue to Macon and its vicinity, as an entire new section will be opened up for immigration. The road will, in its southern course, connect with roads that are now shut in, and are anxious to get a northern outlet. Besides, this line runs through the finest truck-farming lands in the State, and through whole counties that have not been touched by railroads—counties where the Le Conte pear and the finest strawberries are raised with but little effort.

Le Conte pears will bear in four years from time of planting, and produce from five to thirty bushels per tree, and sell at the grove at from one to two dollars per bushel.

The line will be finished so as to bring North the return travel from Palatka this coming Winter, thus affording tourists an opportunity of seeing the famous scenery of the renowned Suwannee. The Georgia Southern and Florida Railroad Company are desirous to in every way encourage immigration to this fertile and wholesome section of the country. Donations of land will be made to parties establishing manufactures of any kind along its line, materials for such factories will be hauled to their destination free of all charge, and to actual settlers land will be sold very low and upon long-time payments. The materials for the construction of schools, churches, and other institutions of this class, will also be laid down at destination free. This line offers advantages to the capitalist, the manufacturer and the tradesman, equal to any we have anywhere found in the South; and its attractions are so great that the LESLIE representative took pains to ascertain beyond possible doubt the facts set forth in the description herein given.

After the pine timber has been cut away by saw-mills, lands that will produce any Southern crop, and that will make the finest truck and fruit farms in the South, can be bought at very low prices. The railroad is doing everything in its power to establish industries along its line, and in the matter of freights will let its patrons live, that they may prosper.

SALT SPRINGS, GA.

THE most noted place within an extensive radius of Atlanta is the celebrated Salt Springs of Georgia. At these springs are situated the renowned Bowden Lithia Spring and Baths. The place is one of the finest Summer and Winter resorts in the South. Within one hour by rail from the Chicago of the South, almost every visitor to Atlanta runs down to take a quaff of these life-giving waters. The Sweet Water Park Hotel, a house of two hundred rooms, situated in the midst of the most lovely scenery, amid gardens of flowers and fountains of water, presents a strong attraction to the visitor, and invites him to remain and enjoy its quiet and restful ease. It seems as if neither money or brains has been spared in making this resort one of the most delightful that can be conceived. The grounds, which are vast in extent, would be more than unusually attractive if left in their natural state, but landscape gardeners of European note have transformed the wild beauties of nature into surroundings fit for the palaces of kings. Miniature mountains, glens and crags, with rivulets brawling down rocky passes, teach a lake overhung by groves, in which crowds of wanderers, sated with the business and pleasures of the great cities, find shade and room more than ample for all country and rural enjoyments.

From the midst of these charming scenes a miniature train of one locomotive and one handsome passenger-coach departs every half-hour from the Sweet Water Park Hotel door to the springs, distant about two miles. The ride, although short, is one affording views of some of the loveliest scenes in Georgia. The country is wild and picturesque—great rocks, covered with lichens and mosses, and dells carpeted with wild flowers, are intermingled in superb confusion. A few cottages, perched on the

solid rocks, point out the spot where the waters of the springs come up to the surface.

THE BOWDEN LITHIA SPRING.

Alighting from our miniature train, we pass along a path through the rocks, over a natural carpet that springs at each step, and, entering a handsome and commodious building, we are treated to our first sip of the pure Lithia. This water is said to have no rival in the world as a table water, and it is claimed that the combination of its mineral properties make it superior to all other waters known. It is mainly renowned as a specific for the complexion, and for the cure of uric-acid troubles, incipient Bright's disease, diabetes, rheumatism, dyspepsia, insomnia, and nervous prostration. Epicures find it unequalled as a mixer with wines, liquors, etc., and adapted to the most delicate and refined tastes. The well-known Georgia consulting chemist, Dr. N. A. Pratt, writing of its qualities, says: "I know no other medicinal water combining so many rare and powerful remedial and curative agents as is represented in this." Health is of such supreme importance to the human family, be it North or South, that we are constrained to publish, for the benefit of our readers, the official analysis of these waters. The analysis is of one imperial gallon:

Solid Contents.....	183.567	193.408
Carbonic Acid as Bicarbonate..	9.847	Grains.
Calcium Bicarbonate.....	14.184	
Magnesium Bicarbonate.....	10.321	
Lithium Bicarbonate.....	4.846	
Ferric Bicarbonate.....	0.215	
Potassic Bicarbonate.....	3.363	
Sodium Sulphate.....	16.250	
Aluminium Sulphate.....	1.326	
Strontium Sulphate.....	1.022	
Magnesium Sulphate.....	4.408	
Sodium Chloride.....	133.706	
Magnesium Bromide.....	1.490	
Silicic Acid.....	1.120	
Organic Matter, Total Contents.....	193.408	
Specific Gravity.....	1.004	Grains.

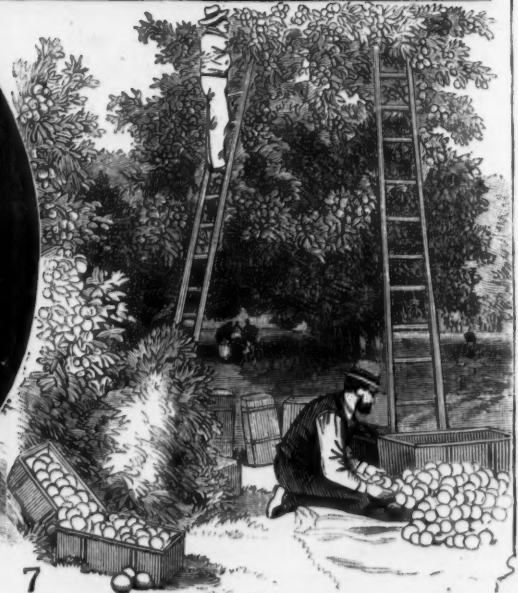
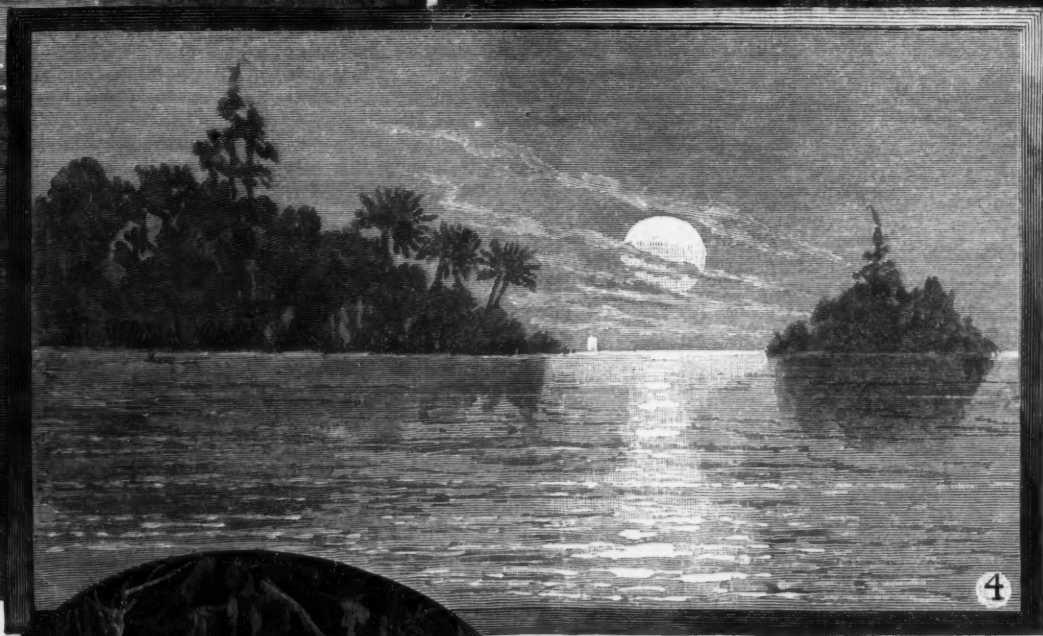
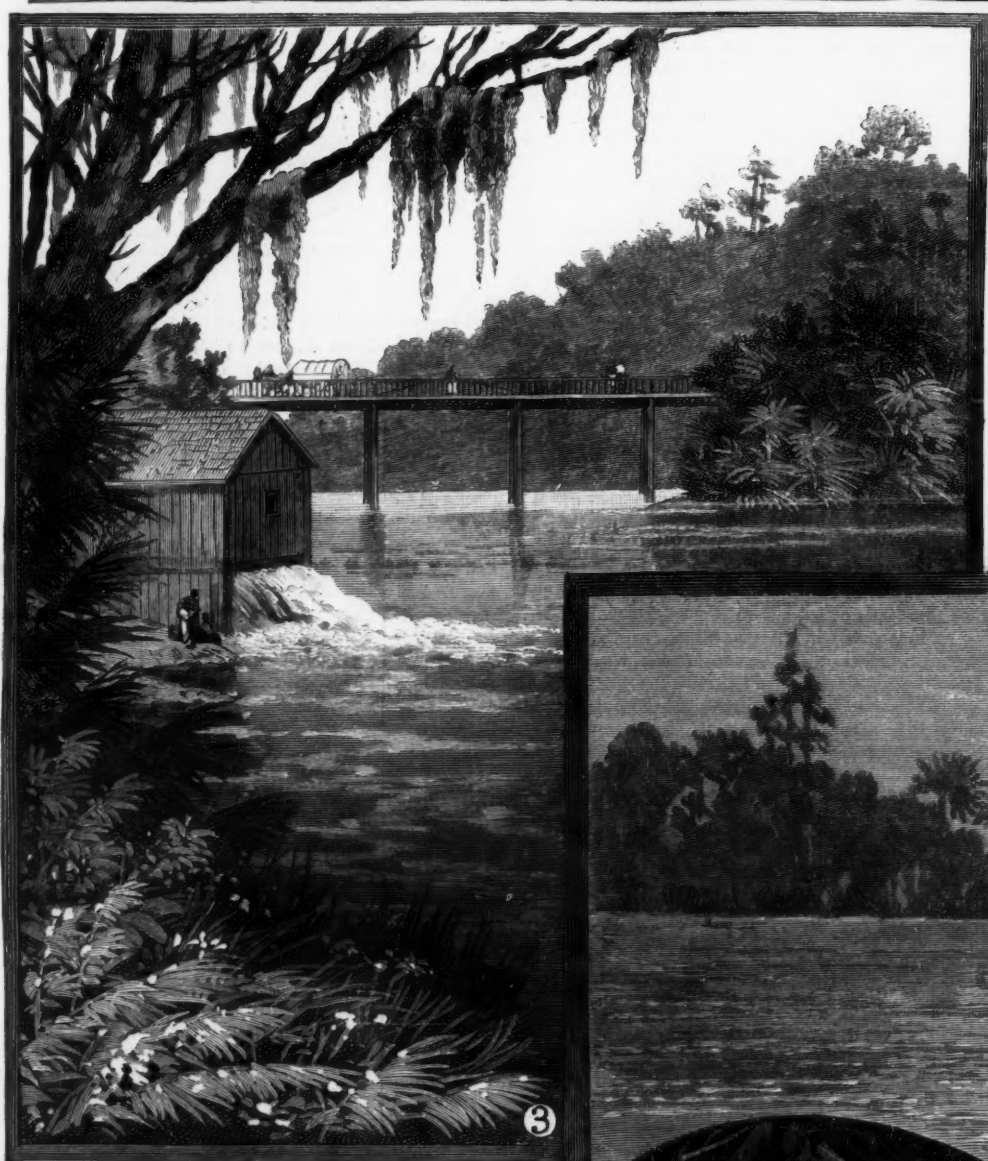
This celebrated water is carbonated at the Springs, and packed for the market, done up in as elaborate style as the finest champagne. We witnessed the process of bottling. Nothing could be more elaborate. The demand for the water is unprecedented, we understand. The Bowden Lithia Water Company, of which Floyd Cheney, Esq., is President, has a capital of half a million dollars.

MARIETTA.

MARIETTA, GA., is, without question, one of the handsomest and healthiest cities of its size in the United States. It is known in the South as the "Gem City," and it well deserves the appellation. Its site, within two miles of the base of Kennesaw Mountain, is as beautiful as can be imagined, while the town itself possesses charms such as cannot be found elsewhere. The climate is as nearly perfect, both in Summer and Winter, as can be found in America. The elevation above the sea is 1,132 feet, and it is within a few miles of the highest ground between the Tennessee River and the Atlantic Ocean. Marietta is a time-honored health resort. Before the tribe of Indians known as the Cherokees left this part of Georgia, its numerous mineral springs were sought after by invalids. The cotton planters from the States further south, on their way to the Virginia Springs or Saratoga, made a regular stoppage of several weeks here, and their showy equipages and retinue of servants made the town lively in the season. Up to the war, it was as fashionable as any watering-place in America. Even now many of the large old-fashioned houses, with great pillars and wide doors and verandas, can be seen, that were the height of Southern fashion before the war; and in close proximity the newer or modern styles of Queen Anne cottages, with tastefully laid out grounds, can be found all over the city and its environs. The City of Atlanta can be reached in forty minutes six or eight times a day. In fact, parties living in Marietta do their shopping and go to the theatres at Atlanta—the Chicago of the South—and return to their homes in Marietta to sleep in the cool, balmy air. This beautiful little city was almost completely destroyed during the war. The battle of Kennesaw Mountain, fought in June, 1864, was one of the most terrible of the battles fought in the South. On every elevated ground in the vicinity of Marietta may be seen to-day the Confederate breastworks, in many places opposed at less than a hundred yards by Federal rifle-pits. In the fields the plowshare is constantly turning up shells and war relics of all kinds, while in every foot of these same breastworks, within a few inches of the surface, the relic-hunter can pick up enough bullets from the field of battle to fill his valise.

"HOLD THE FORT."

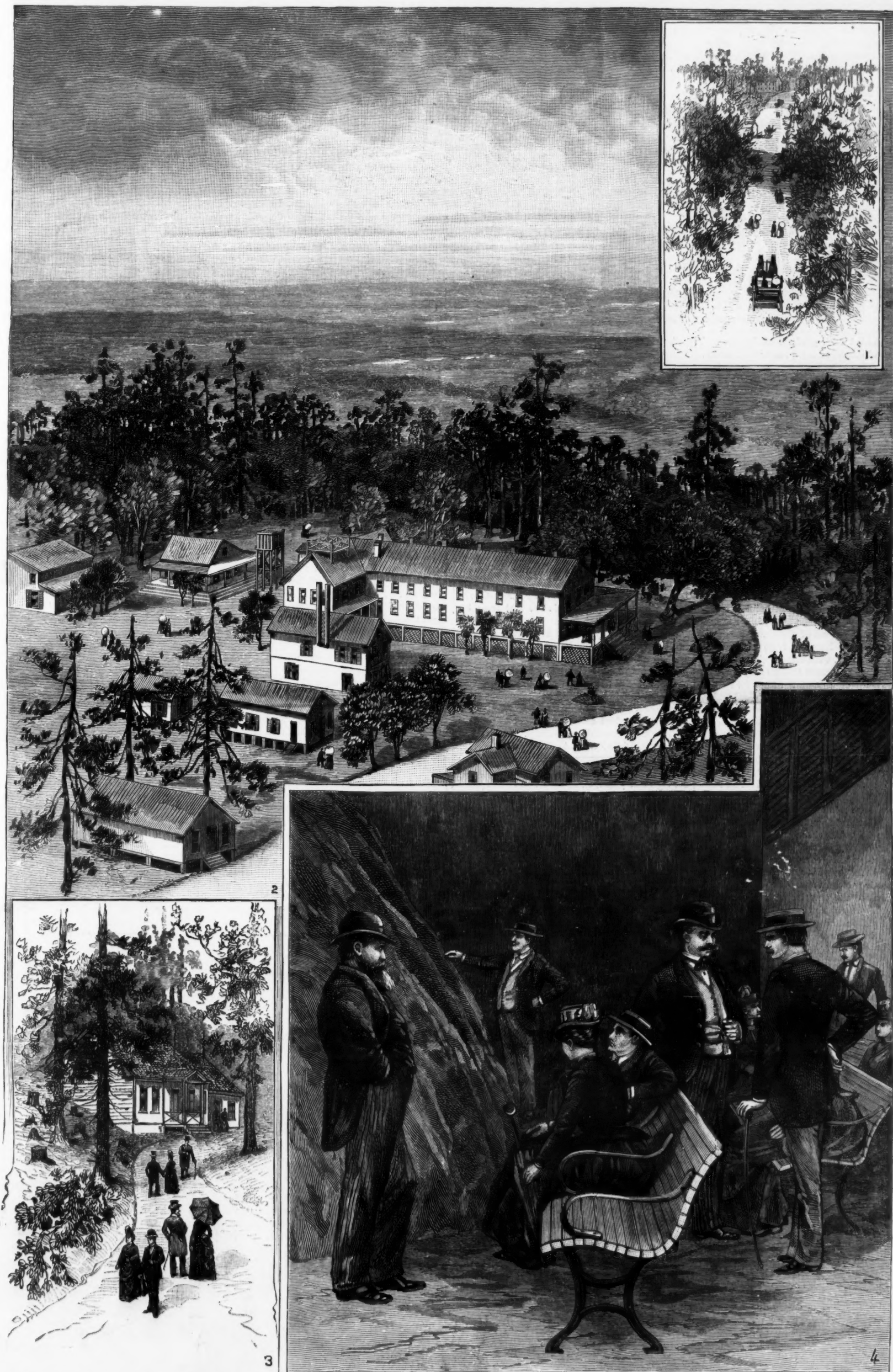
In company with Mr. Joseph M. Brown, son of ex-Governor Brown of Georgia, we ascended the historic Kennesaw. The drive to the base of the mountain is one of the most delightful that can be experienced, the road for a good part of the way being lined with handsome cottages and villas of the most modern styles,



1. LAKE ALBERTA. 2. LAKE ALACHUA. 3. THE SUWANNEE RIVER. 4. WAHOO HAMMOCK. 5. A COTTON-FIELD. 6. CYPRESS SWAMP. 7. AN ORANGE-GROVE.

VIEWS ON THE SUWANNEE RIVER ROUTE.

FROM SKETCHES BY C. BUNNELL.—SEE PAGE 11.



1. APPROACH TO THE HOTEL. 2. GENERAL VIEW OF HOTEL AND GROUNDS. 3. EXTERIOR OF THE SHAFT AND SPRING HOUSE, SHOWING THE ELECTRIC ROCK. 4. INTERIOR OF ELECTRIC SHAFT.

GEORGIA.—VIEW OF HILLMAN, THE ELECTRIC HEALTH RESORT—THE HOTEL AND ELECTRIC SHAFT.

FROM SKETCHES BY C. BUNNELL.—SEE PAGE 10.



THE WHITLOCK HOUSE, MARIETTA.

and ornamented with gardens of flowers and fine old shade-trees, many three or four feet in diameter. Through lovely lanes, reminding one of the green lanes of Kent, and over roads such as we find in the Catskills and Adirondacks, shaded abundantly with magnificent foliage, at a distance of two miles from the city we commence the ascent of the mountain. Over a fine road and through impenetrable woods we ascend one-third of the way to the summit. Here we take the pathway, and soon stand on the very spot at which the message from Sherman was received—"Hold the fort, for we are coming." The view is superb beyond description. Atlanta, twenty miles away, is distinctly visible; so is Alatoona and Stone Mountain, and dozens of other historic places familiar to all who are acquainted with the history of the war.

THE WHITLOCK HOUSE.

If Marietta is the "Gem City" of the South, the Whitlock House is the gem hotel of America. This house is neither hotel, inn nor tavern, and yet it partakes of the character of all three. It is more like a private gentleman's residence, however, than either. The traveler desires positive assurance that he may enter its portals as a common guest, for from its refined appearance, its beautifully kept flower-gardens, and its sequestered situation it has no appearance whatsoever of a house of public entertainment. Upon entering, the visitor is as much surprised at its interior as he was at its exterior. Neither bell-boy, clerk, porter, nor proprietor present themselves, and yet, before the traveler is aware of it, he is domiciled and his baggage deposited in a homelike, comfortable room; anon he not only makes the acquaintance of the landlord, but also of the landlady, and if the table is not as *recherché* as that of Delmonico, it is as satisfying to any sensible man who loves solid comfort without ostentation. The Whitlock House, in a word, is one of the hotels that leaves a pleasing impression on the mind of the traveler after he has long forgotten his experience in the far more pretentious and elaborate caravansaries he is apt to meet with in his travels through the South.

GEORGIA MARBLES.

At Marietta we were within a short distance of some of the extensive marble quarries of the State, and resolved to visit them. Leaving by an early train on the Marietta and North Georgia Railroad, we had barely passed the suburbs when we ran close to the shops and the mills of the American Marble Company's works. These are very extensive, and will be described hereafter. We, however, had a foretaste of what we should see at the quarries from the great masses of rough marble in huge blocks, some of them weighing over twenty tons each, both on trains and piled in great heaps in the immediate locality of the works.

Our objective point was Tate Station, which is fifty miles from Marietta. For the entire distance to Tate the road passes through a fine agricultural section. At Tate, which is at an elevation of 1,315 feet, a little branch narrow-gauge road leads off about a couple of miles to the Georgia marble quarries, which are situated in Pickens County.

We had heard wonderful stories of these quarries. We were told we would see mountains of marble of every shade and hue, from Egyptian black to pure white mottled gray, pink, purple, green, etc.; and now we were close to the very spot where these wonders were to be seen. Instead of taking the little narrow-gauge road which runs to the quarries, as the narrow gauge was otherwise employed, we took a double-team mule-wagon, driven by no less a personage than the son of the owner of all the marble mountains in this section of Georgia, and whose father receives a royalty upon every ton of marble mined, which will soon make him as rich as a Gould or a Vanderbilt.

A ride of two miles over a mountain road as romantic and beautiful as any to be found in the Adirondacks, through air as pure as wine, with a bump here and a bump there, through dense woods and over steep hills and deep hollows; after a sharp turn we emerge into an open plain at the foot of a high mountain, and lo! before us, with their great, giant cranes and Brobdignagian elevated tramways high in the air, stand

THE MARBLE QUARRIES.

The ordinary reader, who has not seen a marble quarry, may imagine that it looks somewhat like a stone quarry, showing a series of irregular excavations at different depths, etc. Nothing of the kind; the marble quarry is a very nearly square opening in the ground, looking more like a reservoir, such as is used for supplying cities with water, than anything else it can be likened to. The Georgia Marble Company has two of these quarries side by side. One is called the "Creole," and is 100 feet long, 80 feet wide and 50 feet deep. The other is the "Cherokee," 86 by 87, and 20 feet deep. The marble taken out of both these quarries is white and white and gray. Both of these great excavations are made on almost level ground, just at the foot of a mountain nearly a thousand feet in height. The marble has been traced in a solid vein half a mile wide, and for over one hundred miles in length!—thus furnishing inexhaustible quantities. This company owns 6,000 acres in this vicinity. Mr. George H. Osborne, a practical quarryman, who was engaged in the quarries of Vermont for eighteen years, came here about five years ago, and commenced work at these quarries on a small scale. The business has now grown to such importance that the output, he informed us, amounts to 200 carloads (fifteen tons to the car) per month.

There is another quarry, the "Etowah," open on this property, and belonging to this company, which yields a very beautifully tinted marble of a light-pink color. Its dimensions are 100 by 75 feet and 35 feet deep.

It is a very interesting sight to stand on the margin of these great chasms and look down fifty feet, and see the great channeling machines, looking like locomotives, and belching forth steam and smoke as they propel themselves slowly along the even marble floor on movable rails and cut straight lines into the solid marble floor, and go over and over the same ground, while at each trip they channel deeper and deeper until the standard depth of 4½ feet is reached. In the meantime, on other movable rails are moving and working automatically the "gadding machines," punching series of holes into the marble's solid sides until each great block, 6 feet long, 6 feet wide and 4 feet thick, weighing ten tons, is detached, and is hauled, with great ease, by the huge cranes to the surface and there deposited on travelers which carry it along a tramway, 500 feet long and 35 feet wide, to the railroad-track ready for shipment.

The plant in use at these great quarries is very extensive, and is the best that money and talent could furnish. Every facility for the rapid handling of the product of the quarries is on the spot.

The buildings in the immediate vicinity of the quarries are extensive, as the following dimensions will show: The main mill is 600 feet long and 75 feet wide, and contains 24 gangs of saws and other necessary machinery; there is also a smaller mill, 100 feet long and 40 feet wide, with six gangs of saws. The former is worked by an engine of 250 and the latter by 75 horse-power. A great tramway, 500 feet in length and 35 feet in width, mounted with steam traveling machines, carry the great blocks to the doors of the mills or lower them on to the cars, there being a track under the middle of the tramway for that purpose.

There are about 200 men employed at the quarries, two-thirds of whom are white men and the balance colored natives. Upon the sides of the hills are built the residences for the workmen, which seem to be exceedingly comfortable and quite inviting as to cleanliness, etc. For the rest, the great hills and mountains in the distance are as they came from the hands of Nature; the saw-mill fiend has not yet put in his appearance in these quiet localities, and, as a consequence, the earth is covered with its first growth of oak, hickory, red and white poplars, short-leaf pines, etc.

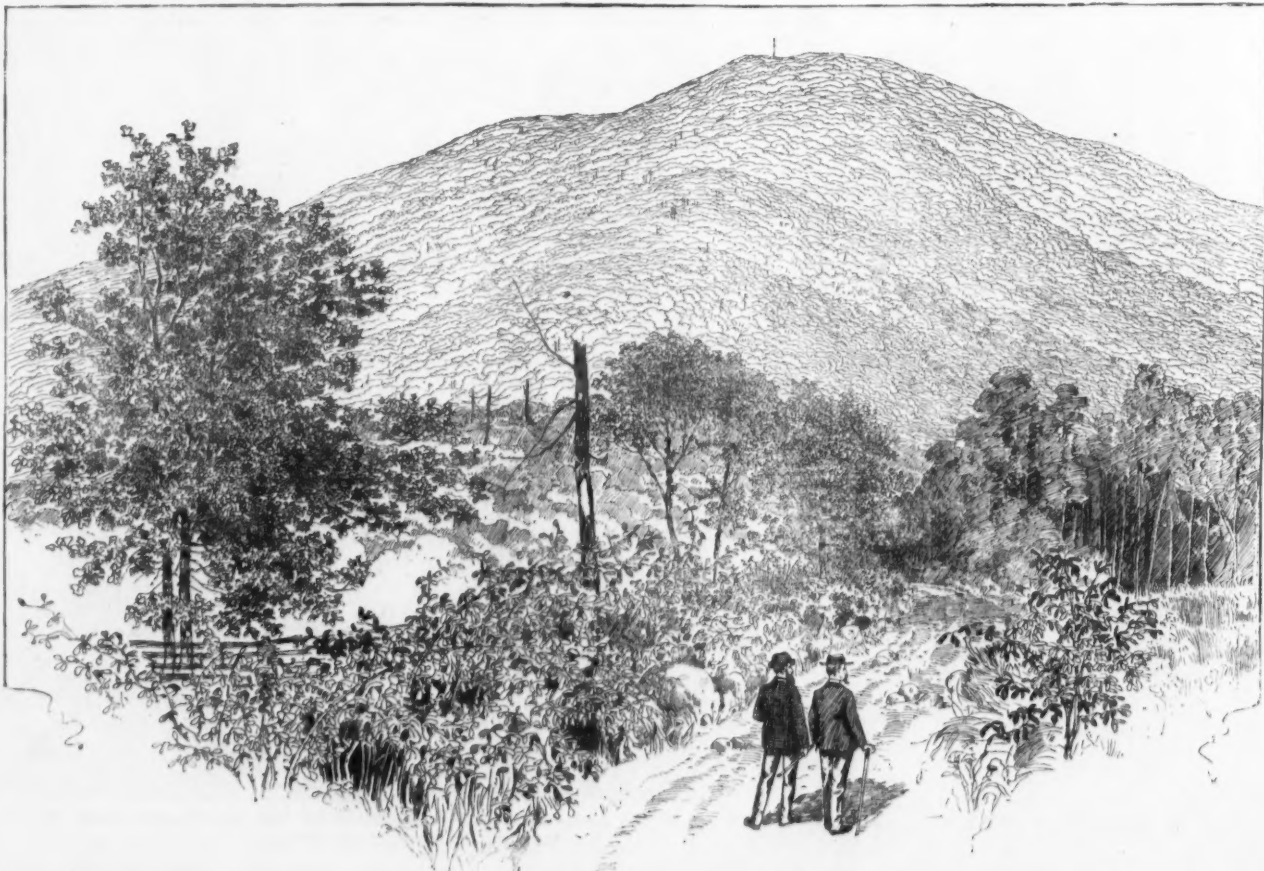
Stooping over the margin of the fifty-foot deep quarry (as seen in the engraving), we took a last look at the restless machines at work on the bottom of the white, glistening marble-pit, and thought of what a sight it will present when it reaches a depth of 150 feet! This is the lowest depth to which marble quarries can be worked to advantage. When that depth is reached, new quarries will be opened, and there is room for hundreds of them. Although we did not see "marble of every hue, from Egyptian black to pure white," we did see real mountains of marble—pure marble of the finest quality, that possesses not only beauty, but strength; and the further fact of its being hard and impervious to liquids makes it a most superior marble for building purposes. Samples from the three quarries we named have been tested at the Ordnance Department

of the United States at Watertown, Mass., and found to have nearly as much crushing power as most of the granite. From the quarries we turned our heads again towards Marietta, there to visit the great shops where most of the marble produced at these quarries is, by the aid of ingenious machinery, turned into objects of usefulness and ornamentation.

THE MARBLE SHOPS AT MARIETTA.

The mill, shops and workrooms of the American Marble Company, at Marietta, Ga., are the most extensive works of the kind in the State. They are situated in the middle of a tract of 160 acres of land owned by the company in the suburbs of the town. The tracks of the Marietta and North Georgia and the Western and Atlantic Railroads run into the various yards of the works. The mill building is 435 feet in length and 45 feet wide. The machine shop is 60 by 45 feet, and the engine and boiler house 67 by 40 feet. A 250-horse-power Corliss engine is the motive power, and the mill is completely filled with the latest, most novel and most improved machines ever yet devised for the manipulation of marble. These machines are devised for sawing, cutting, counter-sinking, molding and finishing marble. They also own all the patents on the Malloy cutting and counter-sinking machinery; also the patents on the Malloy molding machinery and improved saws. This machinery is for cutting all kinds of molding on marble and other stones. There are no less than eighteen different patents covering these operations in all of their parts. The company has three of these machines in their mill, each one doing the work of more than thirty men. This machine will do any kind of cutting, counter-sinking, beveling, paneling or molding of marble or other stones that is now done by hand, and will do it for a very small percentage of the cost of hand-work.

Entering the mill, the sight presented is simply astounding. Four hundred and thirty-five feet is a great length, and when every foot of the way on both sides is filled with complicated machinery in motion, the eye is somewhat bewildered. The varieties of work being performed by each machine, and almost by each workman, causes in the mind of a visitor a sense of confusion; but after a calm, reasoning survey, the uninitiated finally commences to "catch on" to the various manipulations. The noise, however, is like Bedlam, and here a wheel chips around a block of marble at the rate of a thousand or two revolutions a minute, while it squeaks like a thousand nail-machines as it runs along; and there you see a majestic marble column, 3 feet in diameter and nearly 20 feet in length, going around in a dignified manner in the clutches of a mammoth lathe. Here are great "rubbing beds," 12 feet in diameter, and three of them in a row. Here are turning-lathes, from the mammoth with the great pillar described down to the most tiny lathes imaginable. And here are monster machines that weigh over thirty tons and cost \$15,000 each! All moving and carrying with them great blocks of marble weighing several tons each, which are being dressed and polished and fluted on all four sides at the same moment, many of these newly



GEORGIA.—A VIEW OF KENNESAW MOUNTAIN.

invented machines doing the work of forty or fifty men per day. Here are the "lightning saws," the patents owned exclusively by the company, making 200 cuts per minute; besides steam buffers, polishers, and huge machines for grinding 200 tiles at once. We were shown tiles that, when simply laid alongside each other, the joining could not be discovered by the naked eye—all owing to the wonderful perfection of the company's new machinery.

The mill contains sixteen gangs of the fastest and most powerful saws ever devised, with innumerable machines for grinding, polishing, cutting, and for special work on statuary, carving, pedestals, vase effects, etc. As fast as the immense blocks of fine marble are turned into the mill in their crude state, they are put through the various manipulations with lightning-like speed, and are soon being packed and turned out in the shape of mantels, tiles, wainscoting, statuary, vases, monuments, and the thousand and one other articles that marble is now being used for.

This company established this extensive mill and works at Marietta for the purpose of working up the product of the Georgia Marble Company's quarries, but they have quarries of their own which are said to be, without exception, the most valuable and superior in point of color, texture and quality, especially their malachite marble—the only green marble found outside of Russia or Italy. Besides this green marble, the American Marble Company also own immense deposits of the purest white marble, said to be in quality and spotlessness of color superior to the renowned Carrara of Italy.

Indeed, after the practical sight witnessed of the great richness of the marble quarries as now worked in Georgia, it is hard to doubt any statements made by reliable men who are interested in investigating the subject. Georgia marble will very soon find its way into every State of the Union. Tests made by the diamond core-borer, for hundreds of feet and for miles in extent, show that the marble beds of Georgia are practically inexhaustible; and considering the short time since the mines have been opened, and the paying results achieved so far, and when it is further remembered that the interest is only in its infancy, who can tell what immense fortunes there are in store for those who thread the marble halls to be found at the feet of Georgia's mountains?

ALABAMA.

TRADITION has it that long before any pale-face trod the soil of this section, the chief of a powerful tribe, with a band of warriors, journeyed far from their native possessions in search of better hunting-grounds. Reaching, one day, the crest of a lofty eminence, from which he looked down upon a landscape of wondrous beauty and extent, through which a noble river flowed, the great chief surveyed the scene with delight, and exclaimed, "A-la-ba-na" (Here we will rest). Thence came the name of the beautiful river, and of this mighty Commonwealth, which, if its proud neighbor is entitled to be called the Empire State, has already earned for itself the name of Iron State—a name that will certainly increase in significance with every succeeding year. Endowed by nature with everything which contributes to human comfort and prosperity, Alabama is peculiarly rich in her extraordinary deposits of iron and limestone, and her vast coal-fields. These have been placed in such convenient relations to each other, and at such altitudes above the general land-level, as to make the cost of mining, and of converting the ore into pig-iron, much less than in other parts of the world, not excepting those even where starvation wages are paid. Another peculiarity of this inexhaustible iron district is, that the land is everywhere fertile and susceptible of the highest cultivation; so that in time the whole surface may be converted into gardens, fields and orchards, and supply a large part of the food required by the thousands employed in the manifold industries that follow rapidly the development of the iron interest. How quickly new enterprises are established, where iron is abundant and cheap, is illustrated in a score of towns in this great iron region. In 1880 there were 2,070 manufacturing establishments in the entire State, with but \$9,668,008 capital, employing only 9,210 persons, and with products valued at \$13,565,504. To-day the value of the plants and products of the City of Birmingham alone are greater than were those of the entire State when the Tenth Census was taken. And so great has become the production of pig-iron that the Georgia Central Railroad—which has a road between Birmingham and Savannah—has built a new steamer, the *City of Birmingham*, to be used in carrying Alabama iron to Philadelphia. On her first trip, recently made, this ship carried 2,072 tons of pig-metal, which required 121 railroad cars to transport it to the river. Other and younger places than Birmingham have likewise added immensely to the aggregate of capital and out-

put since 1880, and before 1890 the number of new establishments now in various stages of construction will be producers, and increase the statistics to sums that will seem almost fabulous. Decatur (the new town) was begun in January, 1887. In March following it had 1,200 inhabitants; last July there were 7,000—an increase of more than 500 per cent. in sixteen months. Two trunk lines—the Louisville and Nashville, and the East Tennessee, Virginia and Georgia systems—furnish transportation, which will soon be increased by other roads now under construction; and in 1889, when the Government work at Mussel Shoals, on the Tennessee River, will probably be completed, the city will have steamship connections with all the navigable rivers of the Mississippi and Ohio systems. Here numerous and extensive establishments have been built, at heavy cost, that are now in full and successful operation, while others, approaching completion, will soon add to the volume of business, and to the weekly distribution of money among wage-earners. Bessemer, another new town, has been built on a broad plateau, twelve miles from Birmingham, on land which, until the Spring of last year, was covered with a virgin forest. On the 12th of April, 1887, the first lot was sold. Since then more than \$2,000,000 have been expended in improvements, and in establishing new enterprises; and it has a resident population of nearly 4,000. It has railroad connections with Chattanooga, Meridian, Mobile, Nashville, Savannah, Memphis and New Orleans, and all the intermediate places; while seven lines of railroad pass through the city, and others now under construction will soon reach it. Since the first settlement was made, iron furnaces, rolling-mills, foundry and machine-shops, and other industrial establishments, have been completed, and are in operation; business blocks, costing from \$25,000 to \$125,000, have been built and occupied, and more than 400 buildings erected. Talladega, an old town of the mineral belt, has awakened from the *dolce far niente* life of a former era into a perception of, and participation in, the industrial activities of the period. Its taxable property has doubled within twelve months; and at its present rate of advancement, it will ultimately be ranked among the flourishing manufacturing towns of this section. Sheffield is another place of note. Its five blast furnaces, finished, or nearing completion, will have a daily capacity of 700 tons of pig-iron. Situated on the south bank of the Tennessee River, at the head of steam-boat navigation, with land transportation over the Memphis and Charleston, the Sheffield and Birmingham, and several other railways that are extending their lines to it; with iron, coal, limestone and timber abundant, and close at hand, there are here, as in the other towns named, all the elements needed for the natural and speedy growth of a large and prosperous manufacturing city. Most remarkable of all the new cities of Alabama is Anniston, which Judge Kelley, of Pennsylvania, has pronounced "an ideal industrial centre." Founded during the last decade, by Mr. Samuel Noble, of Rome, Ga., and General Daniel Tyler, of Connecticut, both men of more than ordinary financial and executive ability, and each having a thoroughly practical knowledge of iron-making, it has prospered from the beginning, and has grown steadily from a little village of miners, charcoal-burners and furnace-operatives, until it has become a beautiful city of 15,000 inhabitants. It now has three banks, fine churches, opera-house, one of the largest cotton-mills in Alabama, immense car-wheel and car-axle works, car-works, rolling-mill, machine-shops and foundries, a large steel blooming, the only one in the South; a 90-inch Morse cotton compress, immense fire-brick works, costing \$100,000; planing-mills, water-works, electric-light works, two ice-factories, and is now building two coke-furnaces, to turn out 100,000 tons of iron a year; iron pipe works, the largest in the world, to employ 900 hands and consume 200 tons of pig-iron a day; a \$60,000 agricultural-implement factory, \$300,000 horseshoe-works, a \$30,000 Union depot, a new hotel and many private residences.

Located among the mountains, surrounded by mineral resources of unsurpassed extent that are owned by its citizens, by vast forests of virgin timber, and by many square miles of rich farm-lands, and laid out upon a systematic plan in which all provisions have been made for the economical handling of raw materials and finished products, while sanitary measures and all things requisite to the health and comfort of its people have been carefully secured, Anniston is unique among the cities of the Union, and is prospering to a degree that must be seen to be appreciated.

But Northern Alabama, with its iron zone sparkling with flourishing towns, is by no means all of this great State. Its central and southern counties abound in natural wealth, and the spirit of enterprise stirs in all her borders. Her great plantations yield of their

abundance, and her people, as a whole, are prospering. Montgomery and Selma are also flourishing cities whose merchants and business men are imbued with the spirit of the age, while Mobile, the State's only seaport, continues to advance and is entertaining great expectations of the good time coming, when her wharves will be lined with ships to carry to the world the manufactures of the iron towns north of her, and when a national navy-yard shall be built on the shores of her lovely bay.

In this, as in other States, railroads have had a large part in advancing the great enterprises that have been briefly referred to. Chief of these in its contributions to the prosperity of the entire State is the Louisville and Nashville. That splendid system, which makes a direct north and south line between Cincinnati and Mobile, while, Briareus-like, it reaches out its numerous arms to many important connections east, west and south, passes through the entire length of the centre of the State, and gives its people a ready line of access to all the markets of the North. It has just completed extensive shops in Decatur, for the manufacture and repair of cars and locomotives, which will give employment to 1,500 men, and use large quantities of the output of the saw-mills and iron-furnaces of the State. In its depot-yards, in the same city, are handled daily 640 cars, 360 of which go south, the remainder north.

The East Tennessee, Virginia and Georgia and the Georgia Pacific Railroads have also assisted greatly in the grand development that has been noted.

Looking at the relations of these and other railroads to the past and present condition of the South in all lights, it will be seen that they have been the chief instruments in opening up its rich natural resources, and enabling capital to be employed in their utilization. They have not waited for the establishment of industrial enterprises that would give them business, but have preceded the pioneers of such undertakings, and have built in advance the transportation lines that assured them facilities for the prosecution of their contemplated plans. Their faith in the resources of the regions contiguous to their lines inspired them to spend large sums in their construction, even when they knew that years must elapse before such investments would become remunerative. The South, as well as the West, is the debtor of those corporations which have built their steel-bound highways across its surface, and made possible the present prosperity and the golden future on whose threshold it stands glowing with hope.

While the foregoing brief review of the present condition and progress of the Carolinas, Georgia and Alabama is but meagre and most inadequate, as compared with the grandeur of the subject and the almost innumerable phases in which it might be treated, yet, if sufficient has been written to arouse interest in them and in the South at large, the purpose of this publication will have been accomplished. It has been shown that these Commonwealths are advancing rapidly along the broad highway that leads to permanent prosperity. They are treading this road side by side with their Southern sisters. Nothing can hinder this grand march so long as the American policy of protection is maintained. It has been the sustaining power under which this great era of Southern progress began, and by which it has been continued. But for it the new railroads would not have been built, the mines opened, the furnaces erected, and the countless industrial enterprises of the South have had their being. There was a time, not long ago, when many friends of the South feared that this era of progress was to come to an untimely end; but the elections in Oregon, in Vermont, and in Maine, have scattered those fears to the winds, for they presage the popular verdict that will be given next November, and assure to the country for years to come the benefits and blessings of protection.

JOHN H. INMAN,

PRESIDENT OF THE RICHMOND TERMINAL.

STRONG, thoughtful, resolute, and fearless. So appears John H. Inman when observed in the midst of that boisterous throng which gathers daily around the trading ring of the New York Cotton Exchange. He is the central figure, and all eyes are riveted on him.

His splendid physique, uniform dignity, impressive manner and imperturbable composure would challenge attention in any crowd.

He is the acknowledged king of the American cotton market. Such is the verdict of two continents.

There is an indefinable something in his bearing that plainly says, even to a casual observer—"This man is a leader."

He is not constantly on the floor of the Cotton Exchange nowadays, but ordinarily he is content to trust his interests there to trained and competent representatives.

However, when the market is from any cause

abnormal, and subject to violent fluctuations, he frequently appears in person on the field of action; and when he does, all the dealers are at once on the alert. Big operators watch him closely, with the hope of divining his purpose and avoiding collision with it. Little fish try to guess his tactics promptly, in order that they may swim in the current he makes.

This conspicuous power in his chosen line of trade did not come to him as a gift. He has fought hard for it, and won it bravely. His present leadership is the result of cast-iron nerve, heroic energy, and triumphant ability.

Concentration of purpose, springing from a nature inherently stable, and sustained by a spirit worthily ambitious, has achieved for John H. Inman the victory of renown and the vantage of vast wealth.

He is to-day, in financial circles, incomparably the most influential Southerner living in New York.

A prominent Wall Street authority said of him, not long ago, "John Inman, through his personal credit and immense following, can float more bonds in a given length of time than any other man I know in Wall Street."

He is very much more noted in the Stock Exchange district for his vast negotiations in bonds than for extensive operations in stocks. This peculiarity serves well to illustrate his general conservatism and avoidance of anything like reckless speculation.

His fortune is variously reckoned, but all the estimates make him many times a millionaire. His life reflects his religious convictions, his conduct is governed by a profound sense of moral obligation, and his character is above reproach.

Mr. Inman is in the prime of manhood. He was born in Jefferson County, Tenn., October 23d, 1844. He served throughout the war in the Confederate army as a private soldier, although he was not twenty-one years old when the war ended.

In September, 1865, one month before he had attained his majority, he came to New York to live. He landed here in the very morning of his manhood, with no capital to start on but the pluck of his own brave heart, which was stimulated by the encouraging words of a fond father and the fervent prayers of a saintly mother, both of whom he was obliged to leave behind in the desolate and devastated land of Dixie.

He had no money when he came here, and but very few acquaintances.

His career has been truly phenomenal. With an unalterable devotion to his native section, he has probably done more to assist the material development and encourage the marvelous progress of the New South than any other one man. He has invested more than \$5,000,000 in the South since the war, thereby contributing to the upbuilding of various manufacturing industries, to the development of vast mining interests, to the extension of railroad facilities, and in some instances to the restoration of municipal and State credit. The many hills so rich with inexhaustible treasure, in the mining districts of Georgia, Tennessee, and Alabama, are everlasting monuments to him, and the various railroads ramifying nearly every Southern State are speaking his praises to-day.

For the last few years Mr. Inman has devoted much of his time and attention to railroad interests, and in the management of such property he has gone to the front with a bound.

He is to-day actively identified with the management of over 12,000 miles of railroad property in the South.

He was recently persuaded to accept the Presidency of the Richmond and Westpoint Terminal System, which insures to that corporation eminently wise government and absolutely honest administration.

Among other railroad systems with which he is prominently connected are the Louisville and Nashville and the Georgia Central.

The Richmond and Danville and the East Tennessee, Virginia and Georgia are embraced in the Richmond Terminal System. It is now frequently suggested that within the next few years a majority of all the independent railroad systems of the South will be virtually amalgamated, and practically put under one general management.

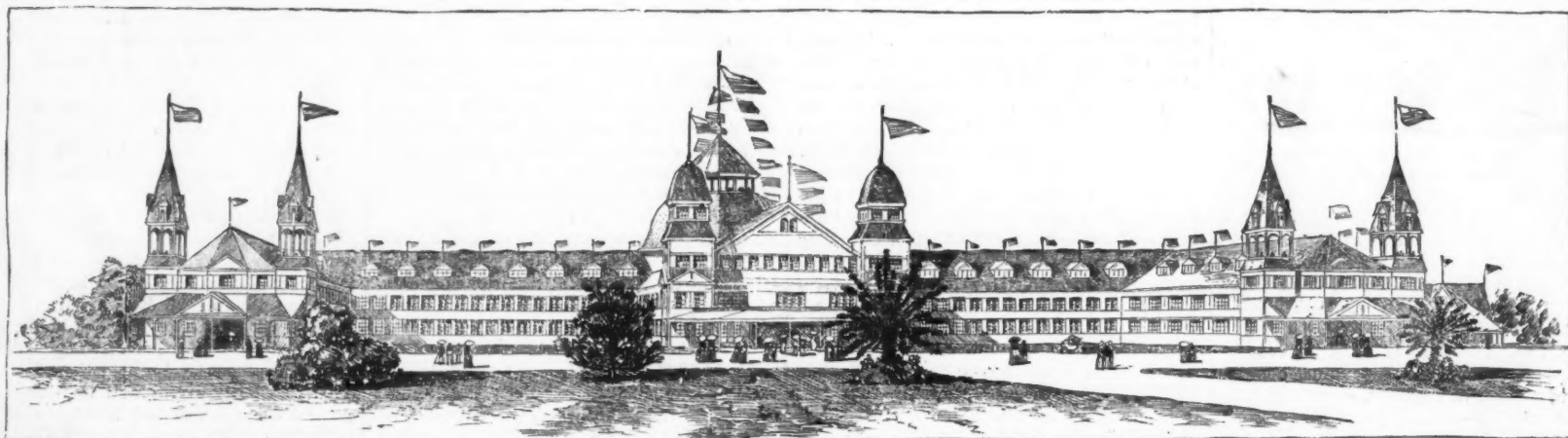
In such event we confidently predict that John H. Inman will be unanimously selected as commander-in-chief, to direct and govern the vast interests involved.

He is exceptionally well qualified for the position, being in every respect equal to the responsibilities and worthy of the trust.

In spite of the vast business interests which claim so much of Mr. Inman's time and attention, he never becomes so absorbed in such matters as to be indifferent to the privileges and delights of his home life.

He is a thoroughly domestic man, and in the companionship of his wife and children he finds his completest satisfaction and most restful delight.

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Write for Augusta papers, and information about the South and the Augusta Exposition, to

J. H. ALEXANDER, Secretary,

AUGUSTA, GA.